



U.S. Department  
of Transportation

**Federal Aviation  
Administration**



PB99-118978

# ***NOTICES TO AIRMEN***

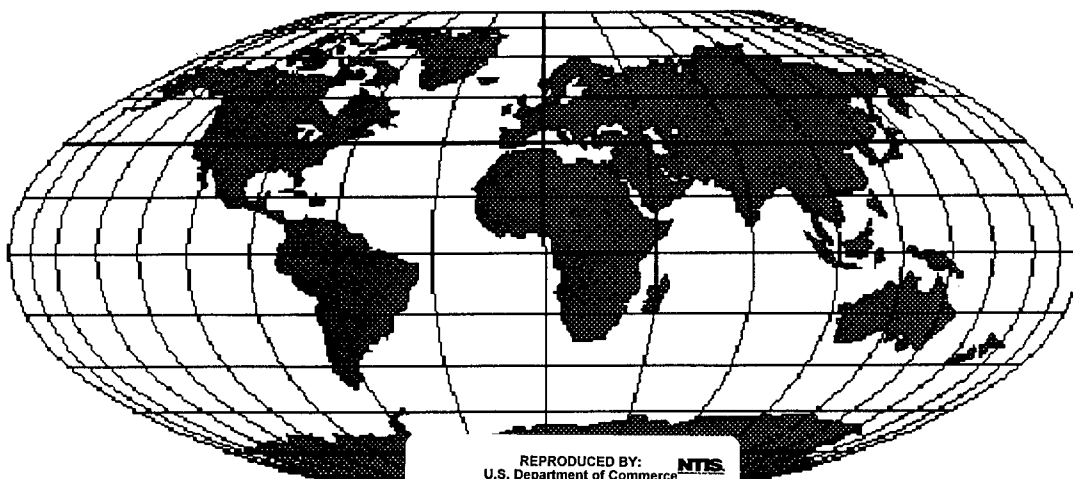
***Domestic/International***

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**December 3, 1998**

*Next Issue*

**December 31, 1998**



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
**NTIS**

*Notices to Airmen included in this publication are **NOT** given during pilot briefings  
unless specifically requested by the pilot.*

# 1998 AT A GLANCE

| JANUARY |     |     |     |     |     |     | FEBRUARY |     |     |     |     |     |     | MARCH     |     |     |     |     |     |     |
|---------|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|-----|
| SUN     | MON | TUE | WED | THU | FRI | SAT | SUN      | MON | TUE | WED | THU | FRI | SAT | SUN       | MON | TUE | WED | THU | FRI | SAT |
|         |     |     |     | 1   | 2   | 3   | 1        | 2   | 3   | 4   | 5   | 6   | 7   | 1         | 2   | 3   | 4   | 5   | 6   | 7   |
| 4       | 5   | 6   | 7   | 8   | 9   | 10  | 8        | 9   | 10  | 11  | 12  | 13  | 14  | 8         | 9   | 10  | 11  | 12  | 13  | 14  |
| 11      | 12  | 13  | 14  | 15  | 16  | 17  | 15       | 16  | 17  | 18  | 19  | 20  | 21  | 15        | 16  | 17  | 18  | 19  | 20  | 21  |
| 18      | 19  | 20  | 21  | 22  | 23  | 24  | 22       | 23  | 24  | 25  | 26  | 27  | 28  | 22        | 23  | 24  | 25  | 26  | 27  | 28  |
| 25      | 26  | 27  | 28  | 29  | 30  | 31  |          |     |     |     |     |     |     | 29        | 30  | 31  |     |     |     |     |
|         |     |     |     |     |     |     |          |     |     |     |     |     |     |           |     |     |     |     |     |     |
| APRIL   |     |     |     |     |     |     | MAY      |     |     |     |     |     |     | JUNE      |     |     |     |     |     |     |
| SUN     | MON | TUE | WED | THU | FRI | SAT | SUN      | MON | TUE | WED | THU | FRI | SAT | SUN       | MON | TUE | WED | THU | FRI | SAT |
|         |     |     | 1   | 2   | 3   | 4   |          |     |     |     |     | 1   | 2   |           | 1   | 2   | 3   | 4   | 5   | 6   |
| 5       | 6   | 7   | 8   | 9   | 10  | 11  | 3        | 4   | 5   | 6   | 7   | 8   | 9   | 7         | 8   | 9   | 10  | 11  | 12  | 13  |
| 12      | 13  | 14  | 15  | 16  | 17  | 18  | 10       | 11  | 12  | 13  | 14  | 15  | 16  | 14        | 15  | 16  | 17  | 18  | 19  | 20  |
| 19      | 20  | 21  | 22  | 23  | 24  | 25  | 17       | 18  | 19  | 20  | 21  | 22  | 23  | 21        | 22  | 23  | 24  | 25  | 26  | 27  |
| 26      | 27  | 28  | 29  | 30  |     |     | 24       | 25  | 26  | 27  | 28  | 29  | 30  | 28        | 29  | 30  |     |     |     |     |
|         |     |     |     |     |     |     | 31       |     |     |     |     |     |     |           |     |     |     |     |     |     |
| JULY    |     |     |     |     |     |     | AUGUST   |     |     |     |     |     |     | SEPTEMBER |     |     |     |     |     |     |
| SUN     | MON | TUE | WED | THU | FRI | SAT | SUN      | MON | TUE | WED | THU | FRI | SAT | SUN       | MON | TUE | WED | THU | FRI | SAT |
|         |     |     | 1   | 2   | 3   | 4   |          |     |     |     |     |     | 1   |           |     | 1   | 2   | 3   | 4   | 5   |
| 5       | 6   | 7   | 8   | 9   | 10  | 11  | 2        | 3   | 4   | 5   | 6   | 7   | 8   | 6         | 7   | 8   | 9   | 10  | 11  | 12  |
| 12      | 13  | 14  | 15  | 16  | 17  | 18  | 9        | 10  | 11  | 12  | 13  | 14  | 15  | 13        | 14  | 15  | 16  | 17  | 18  | 19  |
| 19      | 20  | 21  | 22  | 23  | 24  | 25  | 16       | 17  | 18  | 19  | 20  | 21  | 22  | 20        | 21  | 22  | 23  | 24  | 25  | 26  |
| 26      | 27  | 28  | 29  | 30  | 31  |     | 23       | 24  | 25  | 26  | 27  | 28  | 29  | 27        | 28  | 29  | 30  |     |     |     |
|         |     |     |     |     |     |     | 30       | 31  |     |     |     |     |     |           |     |     |     |     |     |     |
| OCTOBER |     |     |     |     |     |     | NOVEMBER |     |     |     |     |     |     | DECEMBER  |     |     |     |     |     |     |
| SUN     | MON | TUE | WED | THU | FRI | SAT | SUN      | MON | TUE | WED | THU | FRI | SAT | SUN       | MON | TUE | WED | THU | FRI | SAT |
|         |     |     |     | 1   | 2   | 3   | 1        | 2   | 3   | 4   | 5   | 6   | 7   |           |     | 1   | 2   | 3   | 4   | 5   |
| 4       | 5   | 6   | 7   | 8   | 9   | 10  | 8        | 9   | 10  | 11  | 12  | 13  | 14  | 6         | 7   | 8   | 9   | 10  | 11  | 12  |
| 11      | 12  | 13  | 14  | 15  | 16  | 17  | 15       | 16  | 17  | 18  | 19  | 20  | 21  | 13        | 14  | 15  | 16  | 17  | 18  | 19  |
| 18      | 19  | 20  | 21  | 22  | 23  | 24  | 22       | 23  | 24  | 25  | 26  | 27  | 28  | 20        | 21  | 22  | 23  | 24  | 25  | 26  |
| 25      | 26  | 27  | 28  | 29  | 30  | 31  | 29       | 30  |     |     |     |     |     | 27        | 28  | 29  | 30  | 31  |     |     |
|         |     |     |     |     |     |     |          |     |     |     |     |     |     |           |     |     |     |     |     |     |

 = Cutoff Dates are TWENTY-TWO (22) days before effective date.

 Date due to Printer

 = Effective Dates are in OUTLINE.

# FOREWORD

## NATIONAL AIRSPACE SYSTEM CHANGES

The main references for changes to the National Airspace System (NAS) are the Aeronautical Charts and the Airport/Facility Directories. Most changes to the NAS meeting NOTAM criteria are known sufficiently in advance to be carried in these publications. When this cannot be done, changes are carried in the Notices to Airmen publication and/or the Service A telecommunications system as a NOTAM D item.

## FDC AIRWAY NOTAMS

National Flight Data Center (FDC) NOTAMs reflecting airway changes are carried as Center Area NOTAMs (CAN) on the NOTAM(D) circuit. CANs are NOTAMs issued on airway changes that fall within an ARTCC's airspace. CANs are in FDC format and issued by U.S. NOTAM Office.

## NOTAMS IN THE NOTICES TO AIRMEN PUBLICATION

NOTAM D information printed in this publication is NOT included on the Service A circuit.

FDC NOTAMs reflect changes to Standard Instrument Approach Procedures (SIAPs), flight restrictions, and aeronautical chart revisions. The date and number of the last FDC NOTAM included in this issue is indicated on the Table of Contents page. This ensures that FDC NOTAMs issued after the Notices to Airmen publication cutoff date can be identified.

## PART 1 PUBLICATION CRITERIA

**Section 1, Airway NOTAMs**, is sorted alphabetically by ARTCC and descending FDC NOTAM numerical order.

**Section 2, Airports/Facilities & Procedural NOTAMs**, categories may include Chart Corrections, Airports, Facilities, Procedural NOTAMs, and others as required, and are listed alphabetically by State.

NOTAMs in section 2 are sorted alphabetically by state, city, airport name and descending NOTAM numerical order.

**Section 3, FDC General NOTAMs**, contains NOTAMs that are general in nature and not tied to a specific airport/facility identifier, i.e., flight advisories and restrictions. NOTAMs in section 3 are sorted by descending NOTAM numerical order.

NOTAM information of a **TEMPORARY** nature is not expected to remain current for an extended period, and is carried until expiration or cancellation. NOTAMs of a permanent nature are carried until published on the proper charts or in the Airport/Facility Directory (AFD).

The Notices to Airmen publication will be issued every 28 days. Data in this publication which is current on the effective date of the next AFD will be transferred to the AFD and removed from this publication.

Facilities are responsible for forwarding NOTAM information, to be included in Part One, to the National Flight Data Center (NFDC).

| FDC NOTAM LEGEND |   |
|------------------|---|
| Code             | Explanation   |
| 0/777            | Accountability number assigned to the message originator. |
| FI/T             | Flight information of a temporary nature.                 |
| FI/P             | Flight information of a permanent nature.                 |

## PART 2 PUBLICATION CRITERIA

**Revisions to Part 95 of the Federal Aviation Regulations** - Minimum En Route IFR Altitudes and Changeover Points are published four (4) weeks prior to the 56-day IFR chart cycle, i.e. Part 95 revisions to IFR altitudes on charts effective November 9, 1995, will be published in the November 9, 1995, Notice to Airmen Publication (NTAP).

The revisions will remain in the NTAP until four (4) weeks prior to the next IFR chart 56-day cycle. (IFR 56-day cycle dates are published in the AFD in the General Information Section under Effective Date.)

The biannual consolidation of Part 95 Altitudes will continue to be published as a separate document.

## PART 3 INTERNATIONAL NOTICES TO AIRMEN

The International Notices to Airmen feature significant international information and data which may affect a pilot's decision to enter or use areas of foreign or international airspace. Each issuance of this Part is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. Foreign country data in this section is listed alphabetically, followed by international oceanic airspace notices and U.S. overland/oceanic notices. New items will be indicated by a black bar running in the left or right margin.

Notification of erroneous or obsolete data should be directed to the Federal Aviation Administration, Air Traffic Publications Branch, ATA-10, 800 Independence Avenue, SW, Washington, DC 20591. The editors of the International Notices to Airmen Publication can be reached at (202) 267-9223, 0800-1700 (EASTERN).

## PART 4 GRAPHIC NOTICES

This section contains special notices and notices containing graphics pertaining to almost every aspect of aviation, such as military training areas, large scale sporting events that may attract media attention or draw large crowds of aircraft, chart corrections/additions, airshow information, etc.

Data in this section is updated continuously. All submissions for inclusion in this section must have regional office approval and be submitted to ATA-10 thru the regional office. All graphics submitted for inclusion must be of high quality and in camera ready form; *FAX copies will not be accepted*. Any submission to be included in this publication must be received well in advance of the effective date to ensure adequate lead

time for inclusion in the publication. Since this publication is going to a twenty-eight (28) day cycle, please note the **new cut-off schedule effective with the September 12, 1996 issue**.

### TIME REFERENCES

All time references are indicated as UTC or local. During periods of Daylight Savings Time, effective hours in local time will be one hour earlier than shown. All states observe Daylight Savings Time except Arizona, that portion of Indiana in the Eastern Time Zone, Puerto Rico, and the Virgin Islands.

### NEW INFORMATION

Vertical lines in the outside margin show new information.



# NOTICES TO AIRMEN

## *Table of Contents*

**December 3, 1998**

**NOTAM information current as of November 11, 1998.**

**FDC NOTAMS listed thru 8/8000, dated November 11, 1998.**

**NOTE: FDC NOTAMS for temporary flight restrictions are not published in the Notices to Airmen publication.**

### **PART 1**

| <i>Category</i>                                 | <i>Section</i> |
|---|----------------|
| Airway Notams .....                             | 1-1-1          |
| Airports, Facilities, & Procedural Notams ..... | 1-2-1          |
| General FDC Notams .....                        | 1-3-1          |

### **PART 2**

| <i>Category</i>   | <i>Section</i> |
|---|----------------|
| Part 95 Revisions to Minimum En Route IFR Altitudes and Changeover Points |                |

### **PART 3**

| <i>Category</i>                 | <i>Section</i> |
|---------------------------------|----------------|
| INTERNATIONAL NOTICES TO AIRMEN |                |

### **PART 4**

| <i>Category</i> | <i>Section</i> |
|-----------------|----------------|
| Graphic Notices |                |

# NOTICES TO AIRMEN

## Publication Schedule

| <i>Effective Date</i>   | <i>1998/99 Information Cutoff Dates</i> |
|---|---|
| <del>3 DECEMBER 98</del>  | <del>12 NOVEMBER 98</del>               |
| 31 DECEMBER 98  | 10 DECEMBER 98                          |
| 28 JANUARY 99   | 7 JANUARY 99                            |
| 25 FEBRUARY 99  | 4 FEBRUARY 99                           |
| 25 MARCH 99   | 4 MARCH 99                              |
| 22 APRIL 99   | 1 APRIL 99                              |
| 20 MAY 99   | 29 APRIL 99                             |
| 17 JUNE 99  | 27 MAY 99                               |
| 15 JULY 99  | 24 JUNE 99                              |
| 12 AUGUST 99  | 22 JULY 99                              |
| 9 SEPTEMBER 99  | 19 AUGUST 99                            |
| 7 OCTOBER 99  | 16 SEPTEMBER 99                         |
| 4 NOVEMBER 99   | 14 OCTOBER 99                           |
| 2 DECEMBER 99   | 11 NOVEMBER 99                          |
| 30 DECEMBER 99  | 9 DECEMBER 99                           |
|   |   |
| <sup>a</sup> All Information for inclusion in Part 1 and Part 2 should be submitted to the National Flight Data Center (ATA-110) by the above dates.<br><sup>b</sup> All Information for inclusion in Part 3 and Part 4 should be submitted to ATA-10 from the region by the above dates. |   |

## ADDRESSING INFORMATION FOR PART 1 and PART 2 ATA-110

| <i>Address</i>   | <i>Category</i>  | <i>Phone Numbers</i>  |
|--|--|-----------------------|
| Federal Aviation Administration<br>National Flight Data Center (ATA-110)<br>800 Independence Avenue SW<br>Washington, DC 20591 | Airports & Navaids<br><br>Airspace & Procedures<br>Part 95 Revisions | <b>1-800-457-6656</b> |

## ADDRESSING INFORMATION FOR PART 3 and PART 4 ATA-10

| <i>Address</i>  | <i>Commercial Phone</i> | <i>FAX Phone</i>      |
|---|-------------------------|-----------------------|
| Federal Aviation Administration<br>ATA-10, Room 428<br>800 Independence Avenue SW<br>Washington, DC 20591 | <b>1-202-267-9223</b>   | <b>1-202-267-9291</b> |

## NOTAM CONTRACTIONS

This list contains most (but possibly not all) of the commonly used contractions currently in use in Notices to Airmens (NOTAMS) and the standard aviation weather products, such as METAR/TAF, area forecasts, SIGMETs, AIRMETs, etc.

| Contraction | Decode                                       |
|-------------|--|
| <b>A</b>    |  |
| ABN         | Airport Beacon                               |
| ABV         | Above  |
| ACC         | Area control center (ARTCC)                  |
| ACCUM       | Accumulate                                   |
| ACFT        | Aircraft                                     |
| ACR         | Air Carrier                                  |
| ACT         | Active                                       |
| ADJ         | Adjacent                                     |
| ADZD        | Advised                                      |
| AFD         | Airport Facility Directory                   |
| AGL         | Above ground level                           |
| ALS         | Approach Light System                        |
| ALT         | Altitude                                     |
| ALTM        | Altimeter                                    |
| ALTN        | Alternate                                    |
| ALTNLY      | alternately                                  |
| ALSTG       | Altimeter Setting                            |
| AMDT        | Amendment                                    |
| AMGR        | Airport Manager                              |
| AMOS        | Automatic Meteorological Observing System    |
| AP          | airport                                      |
| APCH        | approach                                     |
| AP LGT      | Airport Lights                               |
| APP         | Approach control                             |
| ARFF        | Aircraft Rescue & Fire Fighting              |
| ARR         | arrive, arrival                              |
| ASOS        | Automated Surface Observing System           |
| ASPH        | Asphalt                                      |
| ATC         | Air Traffic Control                          |
| ATCSCC      | Air Traffic Control System Command Center    |
| ATIS        | Automatic Terminal Information Service       |
| AUTH        | authority                                    |
| AUTOB       | Automatic Weather Reporting System           |
| AVBL        | available                                    |
| AWOS        | Automatic Weather Observing/Reporting System |
| AWY         | airway                                       |
| AZM         | Azimuth                                      |
| <b>B</b>    |  |
| BA FAIR     | braking action fair                          |
| BA NIL      | braking action nil                           |
| BA POOR     | braking action poor                          |
| BC          | Back Course                                  |
| BCN         | Beacon                                       |
| BERM        | Snowbank/s Containing Earth/Gravel           |
| BLW         | Below  |
| BND         | Bound  |
| BRG         | bearing                                      |
| BYD         | Beyond                                       |
| <b>C</b>    |  |
| CAAS        | Class A Airspace                             |
| CAT         | Category                                     |
| CBAS        | Class B Airspace                             |
| CBSA        | Class B Surface Area                         |
| CCAS        | Class C Airspace                             |
| CCLKWS      | Counterclockwise                             |
| CCSA        | Class C Surface Area                         |
| CD          | Clearance Delivery                           |
| CDAS        | Class D Airspace                             |
| CDSA        | Class D Surface Area                         |
| CEAS        | Class E Airspace                             |
| CESA        | Class E Surface Area                         |
| CFR         | Code of Federal Regulations                  |

| Contraction | Decode                           |
|-------------|----------------------------------|
| CGAS        | Class G Airspace                 |
| CHG         | Change                           |
| CTG         | ceiling                          |
| CK          | check                            |
| CL          | center line                      |
| CLKWS       | Clockwise                        |
| CLR         | Clearance, clear(s), cleared to  |
| CLSD        | Closed                           |
| CMB         | climb                            |
| CMSND       | Commissioned                     |
| CNL         | Cancel                           |
| COM         | communications                   |
| CONC        | Concrete                         |
| CPD         | coupled                          |
| CRS         | Course                           |
| CTC         | contact                          |
| CTL         | control                          |
| <b>D</b>    |                                  |
| DALGT       | Daylight                         |
| DCMSND      | Decommissioned                   |
| DCT         | Direct                           |
| DEGS        | degrees                          |
| DEP         | Depart/Departure                 |
| DEPPROC     | departure procedures             |
| DH          | Decision Height                  |
| DISABLD     | Disabled                         |
| DIST        | distance                         |
| DLA         | Delay or delayed                 |
| DLT         | Delete                           |
| DLY         | Daily                            |
| DME         | Distance Measuring Equipment     |
| DMSTN       | Demonstration                    |
| DP          | Dew Point Temperature            |
| DRFT        | Snowbank/s Caused By Wind Action |
| DSPLCD      | Displaced                        |
| <b>E</b>    |                                  |
| E           | East                             |
| EB          | Eastbound                        |
| EFAS        | En Route Flight Advisory Service |
| ELEV        | Elevation                        |
| ENG         | Engine                           |
| ENRT        | en route                         |
| ENTR        | Entire                           |
| EXC         | Except                           |
| <b>F</b>    |                                  |
| FAC         | facility or facilities           |
| FAF         | Final Approach fix               |
| FAN MKR     | Fan Marker                       |
| FDC         | Flight Data Center               |
| FI/T        | flight inspection temporary      |
| FI/P        | flight inspection permanent      |
| FM          | from                             |
| FREQ        | Frequency                        |
| FNA         | final approach                   |
| FPM         | feet per minute                  |
| FREQ        | frequency                        |
| FRH         | Fly Runway Heading               |
| FRI         | Friday                           |
| FRZN        | Frozen                           |
| FSS         | automated/Flight Service Station |
| FT          | foot, feet                       |

| G       |   |
|---------|---|
| GC      | Ground Control                              |
| GCA     | Ground Control Approach                     |
| GOVT    | Government                                  |
| GP      | Glide Path                                  |
| GPS     | Global Positioning System                   |
| GRVL    | Gravel                                      |
| H       |   |
| HAA     | Height Above Airport                        |
| HAT     | Height Above Touchdown                      |
| HDG     | heading                                     |
| HEL     | Helicopter                                  |
| HELI    | Heliport                                    |
| HIRL    | High Intensity Runway Lights                |
| HIWAS   | Hazardous Inflight Weather Advisory Service |
| HLDG    | holding                                     |
| HOL     | Holiday                                     |
| HP      | Holding Pattern                             |
| HR      | hour  |
| I       |   |
| IAF     | initial approach fix                        |
| IAP     | Instrument Approach Procedure               |
| INBD    | Inbound                                     |
| ID      | Identification                              |
| IDENT   | Identify/Identifier/Identification          |
| IF      | intermediate fix                            |
| ILS     | Instrument Landing System                   |
| IM      | Inner Marker                                |
| IMC     | Instrument meteorological conditions        |
| IN      | Inch/Inches                                 |
| INDEFLY | Indefinitely                                |
| INFO    | information                                 |
| INOP    | Inoperative                                 |
| INSTR   | Instrument                                  |
| INT     | Intersection                                |
| INTL    | international                               |
| INTST   | Intensity                                   |
| IR      | Ice On Runway/s                             |
| K       |   |
| KT      | knots                                       |
| L       |   |
| L       | Left  |
| LAA     | Local Airport Advisory                      |
| LAT     | Latitude                                    |
| LAWRS   | Limited Aviation Weather Reporting Station  |
| LB      | Pound/Pounds                                |
| LC      | Local Control                               |
| LOC     | Local/Locally/Location                      |
| LCTD    | Located                                     |
| LDA     | Localizer Type Directional Aid              |
| LGT     | light or lighting                           |
| LGTD    | lighted                                     |
| LIRL    | Low Intensity Runway Lights                 |
| LLWAS   | Low Level Wind Shear Alert System           |
| LM      | Compass Locator at ILS Middle Marker        |
| LDG     | Landing                                     |
| LLZ     | Localizer                                   |
| LO      | Compass Locator at ILS Outer Marker         |
| LONG    | Longitude                                   |
| LRN     | Loran                                       |
| LSR     | Loose Snow on Runway/s                      |
| LT      | Left Turn                                   |
| M       |   |
| MAG     | magnetic                                    |
| MAINT   | maintain, maintenance                       |

| MALS   | Medium Intensity Approach Light System  |
|--------|---|
| MALSF  | Medium Intensity Approach Light System with Sequenced Flashers                |
| MALSR  | Medium Intensity Approach Light System with Runway Alignment Indicator Lights |
| MAPT   | Missed Approach Point   |
| MCA    | Minimum Crossing Altitude   |
| MDA    | Minimum Descent Altitude  |
| MEA    | Minimum Enroute Altitude  |
| MED    | Medium  |
| MIN    | Minute  |
| MIRL   | Medium Intensity Runway Lights  |
| MLS    | Microwave Landing System  |
| MM     | Middle Marker   |
| MNM    | Minimum   |
| MNT    | Monitor/Monitoring/Monitored  |
| MOC    | Minimum Obstruction Clearance   |
| MON    | Monday  |
| MRA    | minimum reception altitude  |
| MSA    | Minimum Safe Altitude/Minimum Sector Altitude                                 |
| MSAW   | Minimum Safe Altitude Warning   |
| MSG    | message   |
| MSL    | Mean Sea Level  |
| MU     | MU meters   |
| MUD    | Mud   |
| MUNI   | Municipal   |
| N      |   |
| N      | North   |
| NA     | Not Authorized  |
| NAV    | navigation  |
| NB     | Northbound  |
| NDB    | Nondirectional Radio Beacon   |
| NE     | Northeast   |
| NGT    | Night   |
| NM     | Nautical Mile/s   |
| NMR    | Nautical Mile Radius  |
| NONSTD | nonstandard   |
| NOPT   | No Procedure Turn Required  |
| NR     | number  |
| NTAP   | Notice To Airmen Publication  |
| NW     | Northwest   |
| O      |   |
| OBSC   | Obscured  |
| OBST   | Obstruction   |
| OM     | Outer Marker  |
| OPR    | Operate   |
| OPS    | Operation   |
| ORIG   | Original  |
| OTS    | Out of Service  |
| OVR    | Over  |
| P      |   |
| PAEW   | Personnel and Equipment Working   |
| PAPI   | Precision Approach Path Indicator   |
| PAR    | Precision Approach Radar  |
| PARL   | Parallel  |
| PAT    | Pattern   |
| PAX    | passenger   |
| PCL    | Pilot Controlled Lighting   |
| PERM   | Permanent/Permanently   |
| PJE    | parachute jumping exercise  |
| PLA    | Practice Low Approach   |
| PLW    | Plow/Plowed   |
| PN     | Prior Notice Required   |
| PPR    | Prior Permission Required   |
| PREV   | Previous  |
| PRN    | pseudo random noise   |
| PROC   | Procedure   |

|          |  |
|----------|--|
| PROP     | Propeller  |
| PSR      | Packed Snow on Runway/s  |
| PTCHY    | patchy   |
| PTN      | Procedure Turn   |
| PVT      | Private  |
| <b>R</b> |  |
| RAIL     | Runway Alignment Indicator Lights  |
| RAMOS    | Remote automatic meteorological observing system                                 |
| RCAG     | Remote Communication Air/Ground Facility   |
| RCL      | Runway Centerline  |
| RCLL     | Runway Centerline Light System   |
| RCO      | Remote Communication Outlet  |
| REC      | Receive/Receiver   |
| RELCTD   | Relocated  |
| RENL     | Runway End Identifier Lights   |
| REP      | report   |
| RLLS     | runway lead-in lights system   |
| RMNDR    | Remainder  |
| RNAV     | Area Navigation  |
| RPLC     | Replace  |
| RQRD     | Required   |
| RRL      | Runway Remaining Lights  |
| RSR      | en route surveillance radar  |
| RSVN     | Reservation  |
| RT       | Right Turn   |
| RTE      | Route  |
| RTR      | Remote Transmitter/Receiver  |
| RTS      | Return to Service  |
| RUF      | Rough  |
| RVR      | Runway Visual Range  |
| RVRM     | Runway Visual Range Midpoint   |
| RVRR     | Runway Visual Range Rollout  |
| RVRT     | Runway Visual Range Touchdown  |
| RWY      | Runway   |
| <b>S</b> |  |
| S        | South  |
| SA       | sand, sanded   |
| SAT      | Saturday   |
| SAWR     | Supplementary aviation weather reporting station                                 |
| SB       | Southbound   |
| SDF      | Simplified Directional Facility  |
| SE       | Southeast  |
| SFL      | Sequence Flashing Lights   |
| SID      | Standard Instrument Departure  |
| SIMUL    | simultaneous   |
| SIR      | Packed or Compacted Snow and Ice on Runway/s                                     |
| SKED     | Scheduled  |
| SLR      | Slush on Runway/s  |
| SN       | Snow   |
| SNBNK    | Snowbank/s Caused by Plowing   |
| SNGL     | Single   |
| SPD      | Speed  |
| SSALF    | Simplified Short Approach Lighting System with Sequenced Flashers                |
| SSALR    | Simplified Short Approach Lighting System with Runway Alignment Indicator Lights |
| SSALS    | Simplified Short Approach Lighting System  |
| SSR      | secondary surveillance radar   |
| STA      | straight-in approach   |
| STAR     | Standard Terminal Arrival  |
| SUN      | Sunday   |
| SVC      | Service  |

|          |                                    |
|----------|------------------------------------|
| SW       | Southwest                          |
| SWEPT    | Swept or Broom/Broomed             |
| <b>T</b> |                                    |
| T        | temperature                        |
| TACAN    | Tactical Air Navigational Aid      |
| TAR      | terminal area surveillance radar   |
| TDZ      | Touchdown Zone                     |
| TDZ LG   | touchdown zone lights              |
| TEMPO    | temporary                          |
| TFC      | Traffic                            |
| TFR      | Temporary Flight Restriction       |
| TGL      | Touch and Go Landings              |
| THN      | Thin                               |
| THR      | Threshold                          |
| THRU     | Through                            |
| THU      | Thursday                           |
| TIL      | Until                              |
| TKOF     | Takeoff                            |
| TM       | Traffic Management                 |
| TMPA     | Traffic Management Program Alert   |
| TRML     | Terminal                           |
| TRNG     | Training                           |
| TRSN     | Transition                         |
| TSNT     | Transient                          |
| TUE      | Tuesday                            |
| TWR      | Tower                              |
| TWY      | Taxiway                            |
| <b>U</b> |                                    |
| UNAVBL   | Unavailable                        |
| UNLGTD   | Unlighted                          |
| UNMKD    | Unmarked                           |
| UNMNT    | Unmonitored                        |
| UNREL    | Unreliable                         |
| UNUSBL   | Unusable                           |
| <b>V</b> |                                    |
| VASI     | Visual Approach Slope Indicator    |
| VDP      | Visual Descent Point               |
| VIA      | By Way Of                          |
| VICE     | Instead/Versus                     |
| VIS      | Visibility                         |
| VMC      | Visual Meteorological Conditions   |
| VOL      | Volume                             |
| VOR      | VHF Omni-Directional Radio Range   |
| VORTAC   | VOR and TACAN (colocated)          |
| <b>W</b> |                                    |
| W        | West                               |
| WB       | Westbound                          |
| WED      | Wednesday                          |
| WEF      | with effect from or effective from |
| WI       | Within                             |
| WKDAYS   | Monday through Friday              |
| WKEND    | Saturday and Sunday                |
| WND      | Wind                               |
| WPT      | Waypoint                           |
| WSR      | Wet Snow on Runway/s               |
| WTR      | Water on Runway/s                  |
| WX       | Weather                            |

## WEATHER CONTRACTIONS

| Contraction | Decode   |
|-------------|--|
| <b>A</b>    |  |
| A           | Absolute (temperature)   |
| A           | Alaskan Standard Time (time groups only)   |
| A           | Arctic (air mass)  |
| A01         | Automated Observation without precipitation discriminator (rain/snow) (METAR)    |
| A02         | Automated Observation with precipitation discriminator (rain/snow) (METAR)       |
| AAWF        | Auxiliary Aviation Weather Facility  |
| AC          | Alto cumulus   |
| ACC         | Alto cumulus Castellanus   |
| ACSL        | Standing Lenticular Alto cumulus   |
| ACYC        | Anticyclonic   |
| ADRNDCK     | Adirondack   |
| ADV         | Advise   |
| ADVCTN      | Advection  |
| ADVY        | Advisory   |
| AFC         | Area Forecast Center   |
| AFDK        | After Dark   |
| ALF         | Altoft   |
| ALGHNY      | Allegheny  |
| ALQDS       | All Quadrants  |
| ALSEC       | All Sectors  |
| ALTA        | Albarta  |
| ALUTN       | Aleutian   |
| ALWF        | Actual Wind Factor   |
| AM          | Ante Meridiem  |
| AMD         | Amended Forecast (TAF)   |
| AMPLTD      | Amplitude  |
| AMS         | Air Mass   |
| AMS         | American Meteorological Society  |
| ANLYS       | Analysis   |
| APLCN       | Appalachian  |
| AS          | Altostratus  |
| ASOS        | Automated Surface Observing System   |
| ATLC        | Atlantic   |
| AURBO       | Aurora Borealis  |
| AWP         | Aviation Weather Processors  |
| <b>B</b>    |  |
| B           | Beginning of Precipitation (time in minutes) (weather reports only)              |
| B           | Bering Standard Time (time groups only)  |
| BACLN       | Barodinic or Barodinic Prognosis   |
| BATROP      | Barotropic or Barotropic Prognosis   |
| BC          | Patches (METAR)  |
| BC          | British Columbia   |
| BCFG        | Patchy Fog (METAR)   |
| BCH         | Beach  |
| BCKG        | Backing  |
| BDA         | Bermuda  |
| BECMG       | Becoming (expected between 2 digit beginning hour and 2 digit ending hour) (TAF) |
| BFDK        | Before Dark  |
| BINOVC      | Breaks in Overcast   |
| BKN         | Broken   |
| BL          | Between Layers   |
| BL          | Blowing (METAR)  |

| Contraction | Decode  |
|-------------|---|
| BLD         | Build   |
| BLDUP       | Buildup   |
| BLKHL       | Black Hills   |
| BLKT        | Blanket   |
| BLZD        | Blizzard  |
| BMS         | Basic Meteorological Services                                   |
| BNDRY       | Boundary  |
| BOVC        | Base of Overcast  |
| BR          | Mist (METAR)  |
| BRF         | Brief   |
| BRKHIC      | Breaks in Higher Overcast                                       |
| BRKSHR      | Berkshire   |
| BRM         | Barometer   |
| BTWN        | Between   |
| <b>C</b>    |   |
| C           | Central Standard Time (time groups only)                        |
| C           | Continental (air mass)  |
| CAN         | Canada  |
| CARIB       | Caribbean   |
| CASCD       | Cascades  |
| CAVOK       | Cloud and Visibility OK (METAR)                                 |
| CAVU        | Clear or Scattered Clouds and Visibility Greater Than Ten Miles |
| CAWS        | Common Aviation Weather Sub-system                              |
| CB          | Cumulonimbus  |
| CBMAM       | Cumulonimbus Mamma  |
| CC          | Cirrocumulus  |
| CCLKWS      | Counterclockwise  |
| CCSL        | Standing Lenticular Cirrocumulus                                |
| CDENT       | Cold Front  |
| CFP         | Cold Front Passage  |
| CHARC       | Characteristic  |
| CHSPK       | Chesapeake  |
| CI          | Cirrus  |
| CIG         | Ceiling   |
| CLD         | Cloud   |
| CLR         | Clear at or below 12,000 feet (AWOS/ASOS report) (METAR)        |
| CLRS        | Clear and Smooth  |
| CNCL        | Cancel  |
| CNDN        | Canadian  |
| CNVTV       | Convective  |
| CONFDC      | Confidence  |
| CONTDVD     | Continental Divide  |
| CONTRAILS   | Condensation Trails   |
| COR         | Correction to the observation (METAR)                           |
| CS          | Cirrostratus  |
| CST         | Coast   |
| CTGY        | Category  |
| CTSCLS      | Catskills   |
| CU          | Cumulus   |
| CUFRA       | Cumulus Fractus   |
| CYC         | Cyclonic  |
| CYCLGN      | Cyclogenesis  |

| D       |   |
|---------|---|
| DABRK   | Daybreak  |
| DCAVU   | Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (weather reports only) |
| DKTS    | Dakotas   |
| DMSH    | Diminish  |
| DNS     | Dense   |
| DNSLP   | Downslope   |
| DNSIRM  | Downstream  |
| DP      | Deep  |
| DPNG    | Deepening   |
| DPTH    | Depth   |
| DR      | Low Drifting (METAR)  |
| DRFT    | Drift   |
| DS      | Dust Storm (METAR)  |
| DSIPT   | Dissipate   |
| DTLN    | International Dateline  |
| DIRT    | Deteriorate   |
| DU      | Widespread Dust (METAR)   |
| DVV     | Downward Vertical Velocity  |
| DWNDFTS | Downdrafts  |
| DWPNT   | Dew Point   |
| DZ      | Drizzle (METAR)   |
| E       |   |
| E       | Eastern Standard Time (time groups only)  |
| E       | Ending of Precipitation (time in minutes)(weather reports only)   |
| E       | Equatorial (air mass)   |
| E       | Estimated (weather reports only)  |
| ELNGT   | Elongate  |
| EMBDD   | Embedded  |
| EMSU    | Environment Meteorological Support Unit   |
| ENERN   | East-northeastern (weather reports only)  |
| ENEWD   | East-northeastward (weather reports only)   |
| EOF     | Expected Operations Forecast  |
| ESERN   | East-southeastern (weather reports only)  |
| ESEWD   | East-southeastward (weather reports only)   |
| EXTRAP  | Extrapolate   |
| EXTRM   | Extreme   |
| F       |   |
| FA      | Area Forecast   |
| FAH     | Fahrenheit  |
| FEW     | 1 or 2 octas (eighths) cloud coverage (METAR)   |
| FC      | Funnel Cloud (METAR)  |
| +FC     | Tornado/ Water Spout (METAR)  |
| FG      | Fog (METAR)   |
| FIBI    | Filed but Impractical to Transmit   |
| FILG    | Filling   |
| FINO    | Weather Report will not be Filed for Transmission   |
| FL      | Flash Advisory  |
| FLDST   | Flood Stage   |
| FLG     | Falling   |
| FLRY    | Flurry  |
| FLWIS   | Flood Warning Issued  |
| FM      | From (4 digit beginning time in hours and minutes) (TAF)  |
| FR      | Front   |
| FRTGNS  | Frontogenesis   |

| ENTLYS    | Frontolysis                                   |
|-----------|---|
| FORNN     | Forenoon                                      |
| FRMG      | Forming                                       |
| FROPA     | Frontal Passage                               |
| FROFSC    | Frontal Surface                               |
| FRST      | Frost   |
| FRWF      | Forecast Wind Factor                          |
| FRZ       | Freeze  |
| FRZLVL    | Freezing Level                                |
| FRZN      | Frozen  |
| FT        | Terminal Forecast                             |
| FC        | Smoke (METAR)                                 |
| FULYR     | Smoke Layer Aloft                             |
| FUOCTY    | Smoke Over City                               |
| FWC       | Fleet Weather Central                         |
| FZ        | Supercooled/freezing (METAR)                  |
| G         |   |
| G         | Gusts Reaching (knots) (weather reports only) |
| GLFALSK   | Gulf of Alaska                                |
| GLFCAL    | Gulf of California                            |
| GLFMEX    | Gulf of Mexico                                |
| GLFSTLAWR | Gulf of St. Lawrence                          |
| GR        | Hail (METAR)                                  |
| GRAD      | Gradient                                      |
| GRBNKS    | Grand Banks                                   |
| GRDL      | Gradual                                       |
| GRTLKS    | Great Lakes                                   |
| GS        | Small Hail/Snow Pellets (METAR)               |
| GSTS      | Gusts   |
| GSTY      | Gusty   |
| H         |   |
| HCVIS     | High Clouds Visible                           |
| HDFRZ     | Hard Freeze                                   |
| HDSVLY    | Hudson Valley                                 |
| HI        | Hi  |
| HIEAT     | Highest Temperature Equaled for All Time      |
| HIEFM     | Highest Temperature Equaled for The Month     |
| HIESE     | Highest Temperature Equaled So Early          |
| HIESL     | Highest Temperature Equaled So Late           |
| HIIFOR    | High Level Forecast                           |
| HITMP     | Highest Temperature                           |
| HIXAT     | Highest Temperature Exceeded for All Time     |
| HIXFM     | Highest Temperature Exceeded for The Month    |
| HIXSE     | Highest Temperature Exceeded So Early         |
| HIXSL     | Highest Temperature Exceeded So Late          |
| HLSTO     | Hailstones                                    |
| HLTP      | Hilltop                                       |
| HLYR      | Haze Layer Aloft                              |
| HURCN     | Hurricane                                     |
| HUREP     | Hurricane Report                              |
| HX        | High Index                                    |
| HZ        | Haze (METAR)                                  |
| I         |   |
| IC        | Ice Crystals (METAR)                          |
| ICG       | Icing   |
| ICGIC     | Icing in Clouds                               |

|           |  |
|-----------|--|
| ICGICP    | Icing in Clouds and Precipitation  |
| ICGIP     | Icing in Precipitation   |
| IMDT      | Immediate  |
| INLD      | Inland   |
| INSTBY    | Instability  |
| INTR      | Interior   |
| INTRMTRGN | Inter-Mountain Region  |
| INTS      | Intense  |
| INTSFY    | Intensify  |
| INVRN     | Inversion  |
| IOVC      | In Overcast  |
| IR        | Ice on Runway  |
| J         |  |
| JTSTR     | Jet Stream   |
| K         |  |
| K         | Cold (air mass)  |
| KFRST     | Killing Frost  |
| L         |  |
| LABRDR    | Labrador   |
| LCTMP     | Little Change in Temperature   |
| LDG       | Landing  |
| LFT       | Lift   |
| LGRNG     | Long Range   |
| LIFR      | Low IFR (weather reports only)   |
| LK        | Lake   |
| LOEAT     | Lowest Temperature Equaled for All Time  |
| LOEPM     | Lowest Temperature Equaled for The Month   |
| LOESE     | Lowest Temperature Equaled So Early  |
| LOESL     | Lowest Temperature Equaled So Late   |
| LOTMP     | Lowest Temperature   |
| LOXAT     | Lowest Temperature Exceeded for All Time   |
| LOXFM     | Lowest Temperature Exceeded for The Month  |
| LOXSE     | Lowest Temperature Exceeded So Early   |
| LOXSL     | Lowest Temperature Exceeded So Late  |
| LSR       | Loose Snow on Runway   |
| LTGCC     | Lightning Cloud-to-Cloud   |
| LTGCCC    | Lightning Cloud-to-Cloud, Cloud-to-Ground  |
| LTGCG     | Lightning Cloud-to-Ground  |
| LTGCW     | Lightning Cloud-to-Water   |
| LTGIC     | Lightning in Clouds  |
| LILCG     | Little Change  |
| LING      | Lightning  |
| LX        | Low Index  |
| LYR       | Layer or Layered or Layers   |
| M         |  |
| M         | Maritime (air mass)  |
| M         | In temperature field means "minus" or below zero (METAR)                                   |
| M         | In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT) |
| M         | Missing (weather reports only)   |
| M         | Mountain Standard Time (time groups only)  |
| MA        | Map Analysis   |
| MAN       | Manitoba   |
| MEGG      | Merging  |

|         |   |
|---------|---|
| MEX     | Mexico  |
| MHKVLY  | Mohawk Valley   |
| MI      | Shallow (METAR)   |
| MIDN    | Midnight  |
| MIFG    | Patches of Shallow Fog Not Deeper Than Two Meters (METAR)                                       |
| MLTLVL  | Melting Level   |
| MMO     | Main Meteorological Office  |
| MNLD    | Mainland  |
| MOGR    | Moderate or Greater   |
| MONTR   | Monitor   |
| MOV     | Move  |
| MRGL    | Marginal  |
| MRNG    | Morning   |
| MRIM    | Maritime  |
| MS      | Minus   |
| MSTLY   | Mostly  |
| MSTR    | Moisture  |
| MTN     | Mountain  |
| MVFR    | Marginal VFR  |
| MXD     | Mixed   |
| N       |   |
| NB      | New Brunswick   |
| NCWX    | No Change in Weather  |
| NELY    | Northeasterly (weather reports only)  |
| NERN    | Northeastern  |
| NEW ENG | New England   |
| NFLD    | Newfoundland  |
| NGT     | Night   |
| NL      | No Layers   |
| NMBR    | Number  |
| NNERN   | North-northeastern (weather reports only)   |
| NNEWD   | North-northeastward (weather reports only)  |
| NNWRN   | North-northwestern (weather reports only)   |
| NNWWD   | Northwestward (weather reports only)  |
| NO      | Not available (e.g. SLPNO, RVRNO)   |
| NORPI   | No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly |
| NPRS    | Nonpersistent   |
| NS      | Nimbostratus  |
| NS      | Nova Scotia   |
| NSCSWD  | No Small Craft or Storm Warning are Being Displayed   |
| NSW     | No Significant Weather (METAR)  |
| NVA     | Negative Vorticity Advection  |
| NWLY    | Northwesterly (weather reports only)  |
| NWRN    | Northwestern (weather reports only)   |
| O       |   |
| OBS     | Observation   |
| OBSC    | Obscure   |
| OCFNT   | Occluded Front  |
| OCLD    | Occlude   |
| OCLN    | Occlusion   |
| OFF     | Occluded Frontal Passage  |
| OFSHR   | Offshore  |
| OMTNS   | Over Mountains  |
| ONSHR   | On Shore  |



|          |  |
|----------|--|
| ONT      | Ontario  |
| ORGPFC   | Orographic   |
| OSV      | Ocean Station Vessel   |
| OTAS     | On Top and Smooth  |
| OTLK     | Outlook  |
| OVC      | Overcast   |
|          |  |
|          |  |
| <b>P</b> |  |
| P        | Pacific Standard Time (time group only)  |
| P        | Polar (air mass)   |
| P        | In RVR field, indicates visibility greater than highest reportable sensor value (e.g. P6000FT)     |
| P6SM     | Visibility greater than 6 statute miles (TAF only)   |
| PAC      | Pacific  |
| PBL      | Probable   |
| PCPN     | Precipitation  |
| PDMT     | Predominant  |
| PDMT     | Predominate  |
| PDW      | Priority Delayed Weather   |
| PE       | Ice Pellets (METAR)  |
| PEN      | Peninsula  |
| PGTSND   | Puget Sound  |
| PIBAL    | Pilot Balloon Observation  |
| PISE     | No Pilot Balloon Observation Due To Unfavorable Sea Conditions                                     |
| PISO     | No Pilot Balloon Observation Due To Snow   |
| PIWI     | No Pilot Balloon Observation Due To High, or Gusty, Surface Wind                                   |
| PLW      | Plow (snow)  |
| PNHDL    | Panhandle  |
| PO       | Dust/Sand Whirls (METAR)   |
| PPINA    | Radar Weather Report Not Available (or omitted for a reason different than those otherwise stated) |
| PPINE    | Radar Weather Report No Echoes Observed  |
| PPINO    | Radar Weather Report Equipment Inoperative Due To Breakdown  |
| PPIOK    | Radar Weather Report Equipment Operation Resumed   |
| PPIOM    | Radar Weather Report Equipment Inoperative Due To Maintenance                                      |
| PR       | Partial (METAR)  |
| PRBLTY   | Probability  |
| PRESFR   | Pressure Falling Rapidly   |
| PRESRR   | Pressure Rising Rapidly  |
| PRJMP    | Pressure Jump (weather reports only)   |
| PROB40   | Probability 40 percent (METAR)   |
| PROG     | Prognosis or Prognostic  |
| PRSNT    | Present  |
| PS       | Plus   |
| PSG      | Passage  |
| PSG      | Passing  |
| PTCHY    | Patchy   |
| PTLY     | Partly   |
| PVA      | Positive Vorticity Advection   |
| PY       | Spray (METAR)  |
|          |  |
|          |  |
| <b>Q</b> |  |
| QSTNRY   | Quasi-stationary   |
| QUE      | Quebec   |
|          |  |

|          |   |
|----------|---|
| <b>R</b> |   |
| R        | Runway (used in RVR measurement)                          |
| RA       | rain (METAR)  |
| RABA     | No RAWIN Obs., No Balloons Available                      |
| RABAL    | Radiosonde Balloon Wind Data                              |
| RABAR    | Radiosonde Balloon Release                                |
| RACO     | No RAWIN Obs., Communications Out                         |
| RADAT    | Radiosonde Observation Data                               |
| RADNO    | Report Missing Account Radio Failure                      |
| RAFI     | Radiosonde Observation Not Filed                          |
| RAFRZ    | Radiosonde Observation Freezing Levels                    |
| RAHE     | No RAWIN Obs., No Gas Available                           |
| RAICG    | Radiosonde Observation Icing at                           |
| RAOB     | Radiosonde Observation                                    |
| RAREP    | Radar Weather Report                                      |
| RAVU     | Radiosonde Analysis and Verification Unit                 |
| RAWE     | No RAWIN obs., Unfavorable Weather                        |
| RAWI     | No RAWIN Obs., High and Gusty Winds                       |
| RAWIN    | Upper Winds Obs. (by radio methods)                       |
| RCD      | Radar Cloud Detection Report                              |
| RCDNA    | Radar Cloud Detection Report Not Available                |
| RCDNE    | Radar Cloud Detection Report No Echoes Observed           |
| RCDNO    | Radar Cloud Detector Inoperative Due to Breakdown Until   |
| RCDOM    | Radar Cloud Detector Inoperative Due to Maintenance Until |
| RCKY     | Rockies (mountains)                                       |
| RDG      | Ridge   |
| RDWND    | Radar Dome Wind   |
| RESTR    | Restrict  |
| RGD      | Ragged  |
| RH       | Relative Humidity   |
| RHINO    | Radar Echo Height Information Not Available               |
| RHINO    | Radar Range Height Indicator Not Operating on Scan        |
| RIOGD    | Rio Grande  |
| RMK      | Remark(s)   |
| RNFL     | Rainfall  |
| ROBEPS   | Radar Operating Below Prescribed Standard                 |
| RPD      | Rapid   |
| RSG      | Rising  |
| RUF      | Rough   |
| RY/RWY   | Runway  |
|          |   |
| <b>S</b> |   |
| SA       | Sand (METAR)  |
| SASK     | Saskatchewan  |
| SBSD     | Subside   |
| SC       | Stratocumulus   |
| SCSL     | Standing Lenticular Stratocumulus                         |
| SCT      | Scattered   |
| SELS     | Severe Local Storms                                       |
| SELY     | Southeasterly (weather reports only)                      |
| SERN     | Southeastern (weather reports only)                       |
| SFERICS  | Atmospherics  |
| SG       | Snow Grains (METAR)                                       |
| SGD      | Solar-Geophysical Data                                    |
| SH       | Showers (METAR)   |
| SHIFT    | Shift (weather reports only)                              |
| SHLW     | Shallow   |
| SHRTLY   | Shortly   |

|         |   |
|---------|---|
| SHWR    | Shower  |
| SIERNEV | Sierra Nevada   |
| SIR     | Snow and Ice on Runway  |
| SKC     | Sky Clear (METAR)   |
| SLD     | Solid   |
| SLP     | Sea Level pressure (e.g. 1013.2 reported as 132)  |
| SLR     | Slush on Runway   |
| SLT     | Sleet   |
| SM      | Statute mile(s)   |
| SMK     | Smoke   |
| SMTH    | Smooth  |
| SN      | Snow (METAR)  |
| SNBNK   | Snowbank  |
| SNFLK   | Snowflake   |
| SNOINCR | Snow Depth Increase in Past Hour  |
| SNW     | Snow  |
| SNWFL   | Snowfall  |
| SP      | Station Pressure  |
| SPECI   | Special Report (METAR)  |
| SPKL    | Sprinkle  |
| SPLNS   | South Plains  |
| SPRD    | Spread  |
| SQ      | Squall (METAR)  |
| SQAL    | Squall  |
| SQLN    | Squall Line   |
| SS      | Sandstorm (METAR)   |
| SSERN   | South-southeastern (weather reports only)   |
| SSEWD   | South-southeastward (weather reports only)  |
| SSWRN   | South-southwestern (weather reports only)   |
| SSWWD   | South-southwestward (weather reports only)  |
| ST      | Stratus   |
| STAGN   | Stagnation  |
| STFR    | Stratus Fractus   |
| STFRM   | Stratiform  |
| STG     | Strong  |
| STM     | Storm   |
| STNRY   | Stationary  |
| SWLG    | Swelling  |
| SWLY    | Southwesterly (weather reports only)  |
| SWRN    | Southwestern (weather reports only)   |
| SX      | Stability Index   |
| SXN     | Section   |
| SYNOP   | Synoptic  |
| SYNS    | Synopsis  |
| T       |   |
| T       | Trace (weather reports only)  |
| T       | Tropical (air mass)   |
| TCU     | Towering Cumulus  |
| TEMPO   | Temporary changes expected (between 2 digit beginning hour and 2 digit ending hour) (TAF) |
| THD     | Thunderhead (non METAR)   |
| THDR    | Thunder (non METAR)   |
| THK     | Thick   |
| THN     | Thin  |
| TKOF    | Takeoff   |
| TOP     | Cloud Top   |
| TOVC    | Top of Overcast   |
| TPG     | Topping   |
| TRIB    | Tributary   |

|          |   |
|----------|---|
| TROF     | Trough  |
| TROP     | Tropopause  |
| TRPCD    | Tropical Continental (air mass)                                     |
| TRPCL    | Tropical  |
| TRPLYR   | Trapping Layer  |
| TS       | Thunderstorm (METAR)  |
| TSHWR    | Thundershower (non METAR)   |
| TSQLS    | Thundersqualls (non METAR)  |
| TSTM     | Thunderstorm (non METAR)  |
| TURBC    | Turbulence  |
| TURBT    | Turbulent   |
| TWRG     | Towering  |
| U        |   |
| UAG      | Upper Atmosphere Geophysics   |
| UDDF     | Up and Down Drafts  |
| UNSEBL   | Unseasonable  |
| UNSTBL   | Unstable  |
| UNSTDY   | Unsteady  |
| UNSTL    | Unsettle  |
| UP       | Unknown Precipitation (Automated Observations)                      |
| UPDFTS   | Updrafts  |
| UPR      | Upper   |
| UPSLP    | Upslope   |
| UPSTRM   | Upstream  |
| UVV      | Upward Vertical Velocity  |
| UWNDS    | Upper Winds   |
| V        |   |
| V        | Varies (wind direction and RVR)                                     |
| V        | Variable (weather reports only)                                     |
| VA       | Volcanic Ash (METAR)  |
| VC       | Vicinity  |
| VLCTY    | Velocity  |
| VLNT     | Violent   |
| VLY      | Valley  |
| VR       | Veer  |
| VRB      | Variable wind direction when speed is less than or equal to 6 knots |
| VRISL    | Vancouver Island, BC  |
| VRT MOTN | Vertical Motion   |
| VSBY     | Visibility  |
| VSBYDR   | Visibility Decreasing Rapidly                                       |
| VSBYIR   | Visibility Increasing Rapidly                                       |
| VV       | Vertical Visibility (Indefinite Ceiling) (METAR)                    |
| W        |   |
| W        | Warm (air mass)   |
| WA       | AIRMET  |
| WDC-1    | World Data Centers in Western Europe                                |
| WDC-2    | World Data Centers Throughout Rest of World                         |
| WDLY     | Widely  |
| WDSPRD   | Widespread  |
| WEA      | Weather   |
| WFP      | Warm Front Passage  |
| WINT     | Winter  |
| WND      | Wind  |

# Notices to Airmen

|        |   |
|--------|---|
| WNWRN  | West-northwestern (weather reports only)                                    |
| WNWWD  | West-northwestward (weather reports only)                                   |
| WPLTO  | Western Plateau   |
| WR     | Wet Runway  |
| WRM    | Warm  |
| WRMFNT | Warm Front  |
| WRNG   | Warning   |
| WS     | Wind Shear (in TAFs, low level and not associated with convective activity) |
| WS     | SIGMET  |
| WSHFT  | Wind Shift  |
| WSOM   | Weather Service Operations Manual   |
| WSR    | Wet Snow on Runway  |
| WSWRN  | West-southwestern (weather reports only)                                    |
| WSWWD  | West-southwestward (weather reports only)                                   |
| WTR    | Water   |
| WTSPT  | Waterspout  |
| WV     | Wave  |

# Notam Contractions

|       |  |
|-------|--|
| WW    | Severe Weather Forecast                    |
| WXCON | Weather Reconnaissance Flight Pilot Report |
|       |  |
| X     |  |
| XCP   | Except                                     |
| XPC   | Expect                                     |
|       |  |
| Y     |  |
| Y     | Yukon Standard Time (time groups only)     |
| YKN   | Yukon                                      |
| YLSTN | Yellowstone                                |
|       |  |
| Z     |  |
| ZI    | Zonal Index                                |
| ZI    | Zone of Interior                           |
|       |  |
|       |  |

# NOTICES TO AIRMEN

## CONTENT CRITERIA

*All public use airports have distant NOTAM distribution.*

### AIRPORTS

|                                      |  |
|--------------------------------------|--|
| 1. Airport Data: .....               | Abandonments (If currently listed in Airport/Facility Directory)<br>Openings<br>Closings   |
| 2. Airport Operating Restrictions:   | ARFF<br>ACR  |
| 3. Runway Data: (Hard Surface Only). | Openings<br>Closings<br>Commissionings<br>Permanent Closures<br>Ident Changes<br>Length<br>Width<br>Surface Composition Changes<br>Displaced Thresholds (Implementation and Changes) |
| 4. Runway Edge Light Systems ....    | Commissionings<br>Changes<br>Outages (with effective dates)<br>Pilot Control (commissionings/decommissionings, outages (with effective dates))                                       |
| 5. Approach Light Systems .....      | Commissionings<br>Changes<br>Decommissionings<br>Outages (with effective dates)<br>Pilot Control (Commissionings/Decommissionings, Outages (with effective dates))                   |

### NAVAIDS, COMMUNICATIONS, OTHER SERVICES

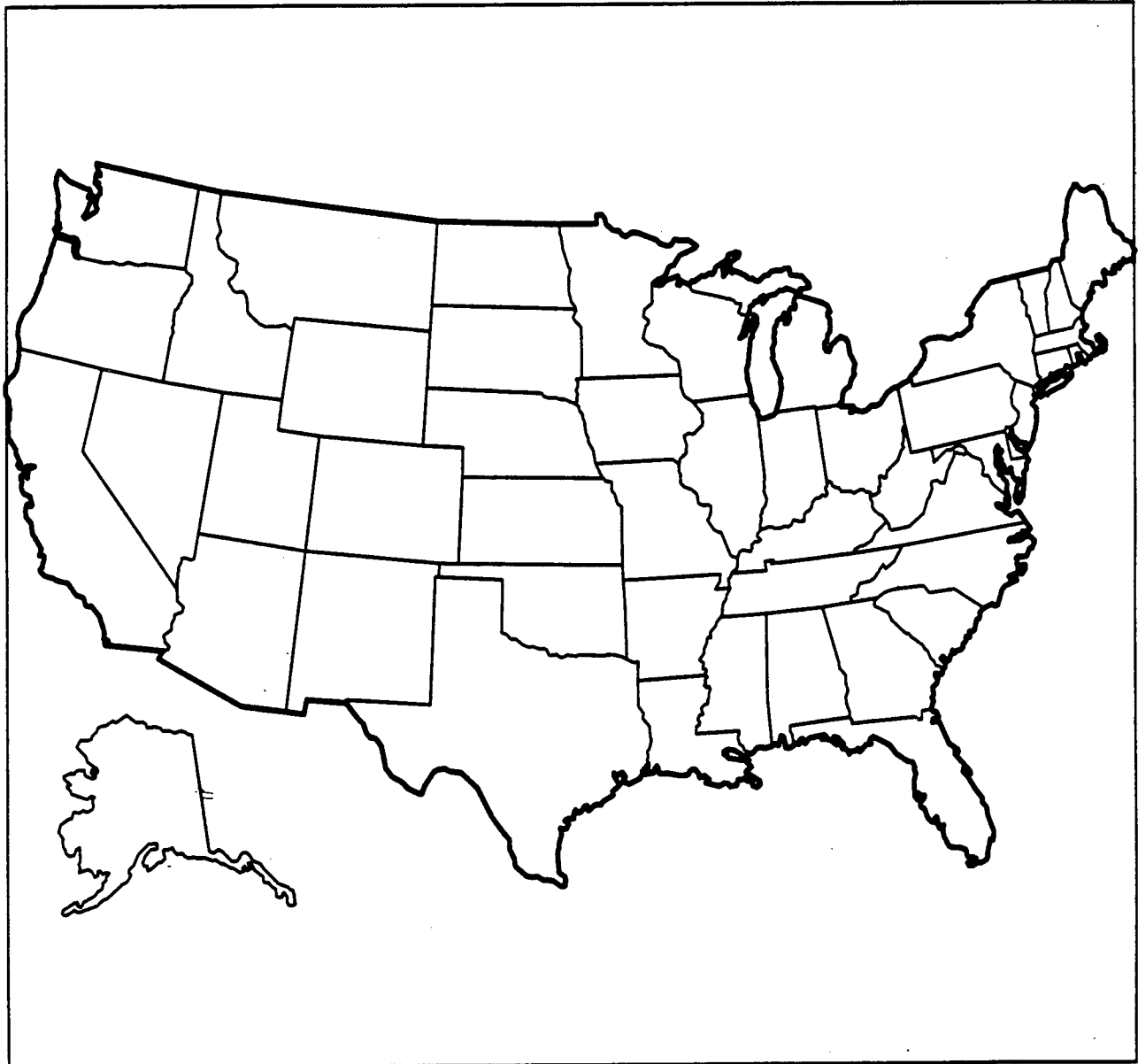
|                                   |   |
|-----------------------------------|---|
| 1. Navigational Facilities .....  | Commissionings (including Ident and Frequency)<br>Decommissionings (including Ident and Frequency)<br>Frequency changes<br>Changes in monitoring facility and/or status<br>Restrictions<br>Outages (with effective dates) |
| 2. Airport Traffic Control Towers | Commissionings (including frequencies)<br>Hours of operation<br>Decommissionings  |
| 3. Flight Service Stations .....  | Commissionings<br>Decommissionings<br>Hours of operation<br>Commissionings/Decommissionings of RCOs<br>Changes in monitoring status of RCOs<br>Outages of RCOs (with effective dates)                                     |
| 4. Weather .....                  | AWOS (system and frequency)   |

**Part 1.**

**Section 1.**

**FDC**

**AIRWAY NOTAMS**





## PART 1

### Section 1. AIRWAY NOTAMS

#### ALBUQUERQUE ARTCC

**FDC 8/6787** /ZAB/ NM, FI/T AIRWAY ZAB...V94 DEMING (DMN) VORTAC, NM TO MOLLY INT, NM MOCA 7700.

**FDC 8/5402** /ZAB/ FI/T AIRWAY ZFW ZAB...V272-440 SAYRE (SYO) VORTAC, OK TO BRISC INT, TX: MOCA 4300.

**FDC 8/5158** ZAB TX..FI/T AIRWAY ZAB. V272 BORGER /BGD/ VORTAC, TX TO BRISC INT, TX MEA 5300 EXCEPT FOR DME OR RNAV EQUIPPED AIRCRAFT.

**FDC 7/8507** ZAB FI/T AIRWAY ZAB. V280 TEXICO (TXO) VORTAC, TX TO SIDER INT, TX MOCA 5600.

#### ANCHORAGE ARTCC

**FDC 8/6035** ZAN AK. FI/T AIRWAY ZAN. V438 TUNDA DME FIX, AK TO OOSIK DME FIX, AK MEA 7000 EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE OF GPS DURING OUTAGE OF LAND-BASED NAVIGATION AIDS."

**FDC 8/5777** ZAN AK. FI/T AIRWAY ZAN. V440 EARM DME FIX, AK TO GOLOS INT, AK MEA 5000. EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND-BASE NAVIGATION AIDS."

**FDC 8/5776** ZAN AK. FI/T AIRWAY ZAN. V506 BAIME DME FIX, AK TO SETUP DME FIX, AK MEA 9000 EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND-BASE NAVIGATION AIDS."

**FDC 8/5774** ZAN AK. FI/T AIRWAY ZAN. V506 SHOKK DME FIX, TO MEADE DME FIX, AK MEA 11000 EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND-BASE NAVIGATION AIDS."

**FDC 8/5772** ZAN AK. FI/T AIRWAY ZAN. V506 (ODK) VORTAC, AK TO KING SALMON VORTAC (AKN), NOT AUTHORIZED EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND-BASE NAVIGATION AIDS."

#### ATLANTA ARTCC

**FDC 8/7573** ZTL VA..FI/T AIRWAY ZTL ZDC. V16 PULASKI (PSK) VORTAC, VA TO ROANOKE (ROA) VORTAC, VA ADD CHANGE OVER POINT AT PSK 10NM/ROA 24NM.

**FDC 8/7552** ZTL FI/T AIRWAY ZTL, ZID. V59 PULASKI (PSK) VORTAC, VA TO BECKLEY (BKW) VORTAC, WV, COP AT BKW 36NM/PSK 10NM.

**FDC 8/7533** ZTL FI/T AIRWAY ZTL. V16-136 PULASKI (PSK) VORTAC, VA R247/10NM TO STOVE INT, VA, PSK R247 UNUSEABLE.

**FDC 8/7532** ZTL FI/T AIRWAY ZTL, ZDC. V37 PULASKI (PSK) VORTAC, VA R021/10NM TO FRETT INT, VA, PSK R021 UNUSEABLE.

**FDC 8/7529** ZTL FI/T AIRWAY ZTL, ZID. V45 PULASKI (PSK) VORTAC, VA TO BLUEFIELD (BLF) VORTAC, WV, ADD CHANGE OVER POINT AT PSK 10NM/BLF 17NM.

**FDC 8/7528** ZTL FI/T AIRWAY ZTL. V37 PULASKI (PSK) VORTAC, VA R192/10NM TO COP, PSK R192 UNUSEABLE.

**FDC 8/7527** ZTL FI/T AIRWAY ZTL. V466 PULASKI (PSK) VORTAC, VA R263/10NM TO DORFF INT, VA, PSK R263 UNUSEABLE.

**FDC 8/7526** ZTL FI/T AIRWAY ZTL. V45 PULASKI (PSK) VORTAC, VA R153/10NM TO FREON INT, NC, PSK R153 UNUSEABLE.

**FDC 8/6823** ZTL VA..FI/T AIRWAY ZTL ZDC. V136-470 PULASKI /PSK/ VORTAC, VA TO TABER INT, VA PSK R-100 UNUSEABLE.

**FDC 8/1235** ZTL AL..FI/T AIRWAY ZTL ZME. V541 GADSDEN /GAD/ VOR/DME, AL TO HOBBI INT, AL MOCA 2800.

**FDC 7/7092** ZTL GA..FI/T AIRWAY ZTL. V70 VIENNA /VNA/ VORTAC GA TO OCONE INT GA MOCA 2000.

**FDC 7/6761** ZTL GA..FI/T AIRWAY ZTL. V20-35-66-454 SINCA INT, GA TO MADDI INT, GA MOCA 2200. V20-35-66 MADDI INT, GA TO ATHENS /AHN/ VORTAC, GA MOCA 2200.

**FDC 7/6138** ZTL FI/T AIRWAY ZTL, ZDC. V-37 PULASKI (PSK) VORTAC, VA TO HAWKI INT, WV, MEA 12000.

**FDC 7/0655** ZTL FI/T AIRWAY ZDC ZTL. J37 LYNCHBURG /LYH/ VORTAC, VA TO COLZI INT, NC LYH R-230 UNSABLE.

**FDC 6/5521** ZTL FI/T AIRWAY ZTL ZDC ZJX. V-03 TOWEY INT(NC) TO SDZ VORTAC NC MEA 8000. V-66 RICKE INT, SC TO SDZ VORTAC NC; MEA 8000. V-155 LILLS INT, NC TO SDZ VORTAC NC; MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC; WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN INT IS DME ONLY (CLT 26 DME) BELOW 8000.

#### BOSTON ARTCC

**FDC 8/7705** ZBW FI/T AIRWAY ZBW ZNY. V99 LA GUARDIA (LGA) VOR/DME, NY TO OUTTE INT, CT MEA 4500. V99 OUTTE INT, CT TO SORRY INT, CT MEA 10000.

**FDC 8/5920** ZBW NH FI/T AIRWAY ZBW. V151 UNKER INT, NH MRA 6000.

**FDC 8/4712** ZBW NY FI/T AIRWAY ZOB ZBW. J522 KLOPS, NY DME FIX TO ROCHESTER (ROC) VORTAC, NY VIA ROC R-309, THEN VIA ROC R-129 TO EXTOL, NY INT. COP AT EXTOL.

**FDC 8/3435** ZBW FI/T AIRWAY ZBW. V196 BECKS INT, NY, MRA 10000.

**FDC 8/3434** ZBW FI/T AIRWAY ZBW. V490 GALWA INT, NY, MRA 6000.

**FDC 8/3203** ZBW NY. FI/T AIRWAY ZBW. V123 CAMBRIDGE (CAM) VOR/DME, NY TO GLENS FALLS (GFL) VORTAC, NY MEA 4500. MCA CAM VOR/DME 4500 NORTHBOUND.

**FDC 7/7994** ZBW NY. FI/T AIRWAY ZNY ZBW. J42 FROM LAURN INT NY. TO LA GUARDIA (LGA) VOR/DME NY. TO MARIO INT NY. LGA R-232 AND R-054 UNUSABLE.

**FDC 7/1804** ZBW NY FI/T AIRWAY ZBW. V273 OXFORD INT TO GEORGETOWN (GGT) VORTAC NY GGT R-163 UNUSABLE. PITCH INT NY TO GGT MEA 5000.

**FDC 6/0790** ZBW FI/T AIRWAY ZBW. V123-157 LA GUARDIA (LGA) VOR/DME NY TO FAMMA INT, NY MOCA 1600.

**FDC 4/70/2** ZBW NY FI/T AIRWAY ZBW. V29 WATER-TOWN VORTAC, NY TO LETUS INT NY MOCA 1800.

## **CHICAGO ARTCC**

**FDC 8/7220** ZAU FI/T AIRWAY ZAU ZMP. V193-285 CLOCK INT. MI TO WHITE CLOUD (HIC) VORTAC, MI MOCA 2400.

**FDC 8/6555** ZAU FI/T AIRWAY ZAU. V6-10 NILES INT, IL TO GIPPER MI VORTAC, MI MEA 3500.

**FDC 8/6193** ZAU FI/T AIRWAY ZAU ZMP. V67 WATER-LOO (ALO) VORTAC, IA TO FOYDE INT, IA MEA 3000. FOYDE INT, IA TO ROCHESTER (RST) VOR/DME MN MEA 3500.

## **CLEVELAND ARTCC**

**FDC 8/4711** ZOB NY FI/T AIRWAY ZOB ZBW. J522 KLOPS, NY DME FIX TO ROCHESTER (ROC) VORTAC, NY VIA ROC R-309, THEN VIA ROC R-129 TO EXTOL, NY INT. COP AT EXTOL.

**FDC 8/3506** ZOB PA FI/T AIRWAY ZOB. V119 CLARION (CIP) VOR/DME PA TO BRADFORD (BFD) VOR/DME PA COP BFD MEA 4200 BFD R-232 UNUSEABLE.

**FDC 7/3602** ZOB NY FI/T AIRWAY ZOB. V84 BUFFALO (BUF) VOR/DME NY TO COLTS INT CN MEA 6000

**FDC 7/3597** ZOB NY FI/T AIRWAY ZOB. V14 BUFFALO (BUF) VOR/DME, NY TO DUNKIRK (DKK) VORTAC NY MEA 3000.

**FDC 6/9330** ZOB PA FI/T AIRWAY ZOB. V33 BRADFORD (BFD) VOR/DME PA TO MIDPOINT COP R-006 UNUSABLE.

**FDC 6/3351** ZOB NY FI/T AIRWAY ZOB. V119 GENESEO (GEE) VORTAC, NY TO BURST, NY 3100 FT MOCA NOT AUTHORIZED.

## **DENVER ARTCC**

**FDC 8/7981** ZDV FI/T AIRWAY ZDV ZLA. J76 LAS VEGAS (LAS) VORTAC, NV TO TUBA CITY (TBC) VORTAC, AZ NOT AUTHORIZED.

**FDC 8/3761** ZDV NM FI/T AIRWAY ZDV ZAB...V187 MISSY INT, NM TO ALBUQUERQUE (ABQ) VORTAC, NM NON-DME OR RNAV EQUIPPED ACFT MEA 11000.

**FDC 6/1034** ZDV FI/T AIRWAY ZDV ZLC. J56 SALT LAKE CITY (SLC) VORTAC, UT TO HAYDEN (CHE) VOR/DME CO; MEA 25000.

## **FORT WORTH ARTCC**

**fdc 8/7590** zfw FI/T CORRECT IFR ENROUTE LOW ALTITUDE L-13D, DATED 8 OCT 1998. cHANGE RADIAL FROM SULPHUR SPRINGS (SLR) VORTAC TO ROCKK FIX TO READ 203 VICE 202; DELETE 58 DME.

**FDC 8/5404** /ZFW/ FI/T AIRWAY ZFW...V583 PARIS (PRX) VOR/DME, TX TO MCALESTER (MLC) VORTAC, OK; MEA 3000.

**FDC 8/5401** /ZFW/ FI/T AIRWAY ZFW ZAB...V272-440 SAYRE (SYO) VORTAC, OK TO BRISC INT, TX: MOCA 4300.

**FDC 7/6921** /ZFW/ FI/T AIRWAY ZFW...V566 KNELT INT, LA TO COVEX INT, LA: MOCA 1800.

**FDC 7/4544** ZFW FI/T AIRWAY ZFW ZME LA/MS. V427 MONROE /MLU/ VORTAC, LA TO PECKS INT, MS MEA 5000.

**FDC 7/4383** ZFW FI/T AIRWAY ZFW ZME. V397 MONROE /MLU/ VORTAC, LA TO RUTTS INT MS MEA 6000.

V397 RUTTS INT, MS TO GREENVILLE /GLH/ MS MEA 2000.

**FDC 7/4381** ZFW FI/T AIRWAY ZME ZFW. V417 MONROE /MLU/ VORTAC, LA TO BOLTS INT, MS MEA 5000.

**FDC 7/4351** ZFW FI/T AIRWAY AR/LA ZFW. V13 BETWEEN BELCHER VORTAC, LA /EIC/ AND TEXARKANA VORTAC, AR /TXK/ IDDA INT MRA 3000.

**FDC 7/4327** ZFW OK FI/T AIRWAY ZFW. V272 BETWEEN MC ALESTER (MLC) VORTAC AND WILL ROGERS (IRW) VORTAC MEA BETWEEN MINGG INT AND HOLLE INT 4700.

**FDC 7/3229** ZFW FI/T AIRWAY ZFW ZHU. V194 COLLEGE STATION (CLL VORTAC, TX TO CEDAR CREEK (CQY) VORTAC, TX NON-DME OR RNAV EQUIPPED AIRCRAFT MEA 4000.

**FDC 2/7230** ZFW FI/T AIRWAY ZFW. V18 DME FROM MONROE (MLU) VORTAC, LA AT WEBBY INT, LA. UNUSABLE.

## **HONOLULU CERAP**

**FDC 8/1573** /ZHN/ FI/T AIRWAY ZHN. V2 HONOLULU /HNL/ VORTAC HI TO LANAI (LNY) VORTAC HI, V6 PLUMB INT HI TO BLUSH INT HI, V6-22 MAUI (OGG) VORTAC HI TO PLUMB INT HI, V12-13 KOKO HEAD (CKH) VORTAC HI TO SHARK INT HI, V16-21 ALANA INT HI TO LANAI (LNY) VORTAC HI, V20 HONOLULU (HNL) VORTAC HI TO JULLE INT HI...DME REQUIRED.

**FDC 7/8221** ZHN HI...FI/T AIRWAY ZHN. V12 FROM MAGGI INT HI TO SHARK INT HI, MEA 16000.

**FDC 7/7114** ZHN HI...FI/T AIRWAY ZHN. V1-2 HARPO INT, HI TO MAKEN INT, HI; V8 BLUSH INT, HI TO FISHE INT, HI; V21 BIEN INT, HI TO OSTAH INT, HI...RNAV EQUIPPED ACFT ONLY.

**FDC 7/7113** ZHN HI...FI/T AIRWAY ZHN. R577 ALICA INT, HI TO EBBER INT, HI, R578 PUMIC INT, HI TO FITES INT, HI...RNAV EQUIPPED ACFT ONLY.

**FDC 7/7112** ZHN HI...FI/T AIRWAY ZHN. V1 MAKEN INT, HI TO ROWIN INT, HI; V1-7 KONA (IAI) VORTAC, HI TO ROWIN INT, HI; V2-15-16 HILO (ITO) VORTAC, HI TO PUMIC INT HI; V2-21 PULPS INT, HI TO DEREK INT, HI; V3 MYNAH INT, HI TO VELLA INT, HI; V11 MAUI (OGG) VORTAC, HI TO SWEEP INT, HI; V12 MAGGI INT, HI TO SHARK INT, HI; V15-22 MAUI (OGG) VORTAC, HI TO RABAT INT, HI; V21 FUNKI INT, HI TO BESEN INT, HI; V22 HILO (ITO) VORTAC, HI TO BARBY INT, HI; V25 COOKE INT, HI TO BASSY INT, HI...DME REQUIRED.

**FDC 7/7109** ZHN HI...FI/T AIRWAY ZHN. R577 MAUI (OGG) VORTAC, HI TO ALICA INT, HI...DME REQUIRED.

## **HOUSTON ARTCC**

**FDC 8/7643** ZHU TX FI/T AIRWAY ZHU...V550 SAN ANTONIO (SAT) VORTAC, TX TO BUDAT INT, TX EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3400.

**FDC 8/7642** ZHU TX FI/T AIRWAY ZHU...V68 SAN ANTONIO (SAT) VORTAC, TX TO 468-222 CRAYS INT, TX EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3100.

**FDC 8/7641** ZHU TX FI/T AIRWAY ZHU...V565 LLANO (LLO) VORTAC, TX TO CAPET INT, TX EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3300.

**FDC 8/7003** /ZHU/ TX...FI/T AIRWAY ZHU. V556 MARCS INT TX TO SEEDS INT TX...MEA 7500.

**FDC 8/6588** /ZHU/ TX/LA FI/T AIRWAY ZHU...V194 SABINE PASS (SBI) VORTAC TX TO LAFAYETTE (LFT) VORTAC LA NON-DME OR NON-RNAV EQUIPPED ACFT MEA 4000.



**FDC 7/7768** /ZHU/ FI/T AIRWAY, TX... V13 HUMBLE (IAH) VORTAC, TX TO CLEET INT, TX MEA 3000.

**FDC 7/7743** /ZHU/ FI/T AIRWAY, TX... V306 DAISSETTA (DAS) VORTAC, TX TO CLEET INT, TX, MEA 3000.

**FDC 7/3556** ZHU TX FI/T AIRWAY ZHU. V358-568 BETWEEN GUADA INT, TX AND STONEWELL (STV) VORTAC, TX... MOCA 3400.

**FDC 7/3228** ZHU FI/T AIRWAY ZHU ZFW. V194 COLLEGE STATION (CLL) VORTAC, TX TO CEDAR CREEK (CQY) VORTAC, TX NON-DME OR RNAV EQUIPPED AIRCRAFT MEA 4000.

**FDC 7/2410** ZHU TX FI/T AIRWAY ZHU. V358-568 BETWEEN SAN ANTONIO/SAT/VORTAC, TX AND GUADA INT, TX MOCA 2700.

**FDC 7/0149** ZHU FI/T AIRWAY ZHU. V70-194 LA-FAYETTE /LFT/ VORTAC LA TO BATON ROUGE /BTR/ VORTAC LA MEA 2000.

A0035/96 NOTAMR A0034/96 ZHU FI/T AIRWAYS ZHU. ATS ROUTE FROM LEEVILLE (LEV) LA TO BUFFI, OG INTERSECTION; MEA NOT FLIGHT CHECKED. ATS ROUTE A766 FROM SABINE PASS (SBI) TX TO KLAMS, OG INTERSECTION; MEA NOT FLIGHT CHECKED.

**FDC 5/6319** ZHU TX. FI/T AIRWAYS ZHU. V568 BETWEEN LLANO /LLO/ VORTAC TX TO STONEWALL /STV/ VORTAC TX MOCA 3400.

**FDC 4/5265** ZHU TX. FI/T AIRWAYS ZHU. V13 HRL VOR/DME TX TO OPULL INT TX MEA 5000. V17 BRO VORTAC TX TO HRL VOR/DME TX MEA 8000 WHEN USING HRL VOR/DME TX. V70 BRO VORTAC TX TO JIMIE INT TX... HRL VOR/DME TX R-024 UNSBL BLO 5000 AT RAYMO INT TX.

## **INDIANAPOLIS ARTCC**

**FDC 8/7672** ZID FI/T AIRWAY ZID. V243 RENRO INT, KY TO HUNTINGBURG VOR/DME IN MOCA 2100.

**FDC 8/7654** ZID FI/T AIRWAY ZID. V133 CHARLESTON/HVQ/ VORTAC, WV TO LIVES INT, WV MEA 3000.

**FDC 8/7551** ZID FI/T AIRWAY ZTL, ZID. V59 PULASKI/PSK/ VORTAC, VA TO BECKLEY/BKW/ VORTAC, WV, COP AT BKW 36NM/PSK 10NM.

**FDC 8/7530** ZID FI/T AIRWAY ZTL, ZID. V45 PULASKI/PSK/ VORTAC, VA TO BLUEFIELD/BLF/ VORTAC, WV, ADD COP AT PSK 10NM/BLF 17NM.

**FDC 8/1657** ZID FI/T AIRWAY ZID. V512 LOUISVILLE /IIU/ VORTAC, KY TO CLEGG INT, KY R-080 MEA 10000.

**FDC 8/1656** ZID FI/T AIRWAY ZID. V5 LOUISVILLE /IIU/ VORTAC, KY TO NERVE INT, IN MEA 10000.

**FDC 8/1655** ZID FI/T AIRWAY ZID. V51 LOUISVILLE /IIU/ VORTAC, KY TO NABB /ABB/ VORTAC, IN MEA 10000.

**FDC 8/1654** ZID FI/T AIRWAY ZID. V53 LOUISVILLE /IIU/ VORTAC, KY TO HOUSE INT, IN MEA 10000.

**FDC 8/1653** ZID FI/T AIRWAY ZID. V171 LOUISVILLE /IIU/ VORTAC, KY TO SCOTO INT, IN MEA 10000.

**FDC 7/2038** FI/T AIRWAY ZID. V45 HENDERSON (HNN) VORTAC, WV TO BREMN INT, OH MEA 10000. V45 BREMN INT, OH TO APPLETON (APE) VORTAC, OH MEA 3000.

**FDC 6/1058** ZID KY FI/T AIRWAY ZID. V4-53 LOUISVILLE /IIU/ VORTAC, KY TO LEXINGTON /HYK/ VORTAC, KY FEDRA INT, KY; DME ONLY.

## **JACKSONVILLE ARTCC**

**FDC 8/7962** ZJX AL..FI/T AIRWAY ZJX. V241 WIREGRASS/RSS/ VORTAC, AL TO EUFAULA/EUF/ VORTAC, AL MEA 2000.

**FDC 8/6679** ZJX FL..FI/T AIRWAY ZJX. V521 TERES INT, FL TO CRESS INT, FL MEA 4000.

**FDC 8/6678** ZJX FL..FI/T AIRWAY ZJX. V198 DEFUN INT, FL TO CHEWS INT, FL MEA 3000.

**FDC 7/0772** ZJX FI/T AIRWAY ZJX ZDC. V1 CHARLESTON/CHS/ VORTAC SC TO GRAND STRAND/CRE/ VORTAC SC—INLET /DME FIX, SC AND PLANN INT/DME FIX, SC — DME FIXES ONLY. V1 GRAND STRAND /CRE/ VORTAC SC TO KINSTON /ISO/ VORTAC NC— ASHES INT NC — MRA 3000. V136 GRAND STRAND /CRE/ VORTAC SC TO FAYETTEVILLE /FAY/ VOR/DME NC — HICKE INT NC — MRA 3000. V437 CHARLESTON /CHS/ VORTAC SC TO FLORENCE /FLO/ VORTAC SC — WESEL INT SC TO FLO VORTAC — MEA 4000.

**FDC 6/9429** ZJX FI/T AIRWAY ZJX. V1 GRAND STRAND /CRE/ VORTAC R-234 TO PLANN INT, 24 DME AND INLET INT 40 DME, DME ONLY.

**FDC 6/5522** ZJX FI/T AIRWAY ZJX, ZDC, ZTL. V-03 TOWEY INT (NC) TO SDZ VORTAC (NC) MEA 8000. V66 RICHEL INT, SC TO SDZ VORTAC (NC); MEA 8000. V-155 LILLS INT NC TO SDZ; VORTAC (NC) MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC, WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN IS DME ONLY (CLT 26 DME) BELOW 8000.

**FDC 5/6620** ZJX GA FI/T AIRWAY ZJX. LOTTS INT V157, /AMG/ 035 DEG RDL/058 DME, /SAV/ 287 DEG RDL/039 DME ; /AMG/ 58 DME UNUSABLE.

## **KANSAS CITY ARTCC**

**FDC 8/4443** ZKC FI/T AIRWAY ZKC ZMP. V216 MANKATO (TKO) VORTAC, KS TO PAWNEE CITY (PWE) VORTAC, NE...MOCA 3200.

**FDC 8/2823** ZKC FI/T AIRWAY ZME ZKC. J45 DENNI INT, IL TO TINGS INT, KY: IDENTIFY ROUTE FROM BNA VORTAC R-315. DENNI INT/BNA 132 DME; TINGS INT/BNA 103 DME AT FL180 AND ABOVE. CHANGE OVER POINT: BNA 132 DME.

**FDC 8/1686** /ZKC/ FI/T AIRWAY ZKC. J151 FARMINGTON (FAM) VORTAC, MO TO CANDU FIX, TN FAM R-138 UNUSABLE.

**FDC 8/0674** /ZKC/ FI/T AIRWAY ZKC. V63 HALLSVILLE (HLV) VORTAC, MO TO GIBSN MEA 3000.

**FDC 7/6671** /ZKC/ FI/T AIRWAY ZKC. V502 HOOZE INT, KS TO EMPORIA (EMP) VORTAC, KS MEA 3500.

## **LOS ANGELES ARTCC**

**FDC 8/7980** ZLA FI/T AIRWAY ZLA, ZDV. J76 LAS VEGAS /LAS/ VORTAC, NV TO TUBA CITY /TBC/ VORTAC, AZ NOT AUTHORIZED.

**FDC 8/6654** ZLA FI/T AIRWAY ZLC ZLA. V257 GRAND CANYON/GCN/ VORTAC AZ TO BRYCE CANYON/BCE/ VORTAC, UT. NON DME OR GPS AIRCRAFT, MEA 14500.

**FDC 8/4319** ZLA CA FI/T AIRWAY ZLA ZOA. SAUSALITO/SAU/ VORTAC, CA. V-485 SNIDR INT, CA TO GILRO INT, CA MEA 4800.

**FDC 8/1666** ZLA FI/T AIRWAY ZLA ZOA. V25 SAN MARCUS /RZS/ VORTAC, CA TO POZOE INT, CA MEA 9500.

POZOE INT, CA TO PASO ROBLES /PRB/ VORTAC, CA  
MEA 7000.

## **MEMPHIS ARTCC**

**FDC 8/2822** ZME FI/T AIRWAY ZME ZKC. J45 DENNI INT,  
IL TO TINGS INT, KY. IDENTIFY ROUTE FROM BNA  
VORTAC R-315. DENNI INT/BNA 132 DME; TINGS INT/  
BNA 103 DME AT FL180 AND ABOVE. CHANGE OVER  
POINT: BNA 132 DME.

**FDC 8/1687** /ZME/ FI/T AIRWAY ZME. J151 FARMING-  
TON (FAM) VORTAC, MO TO CANDU FIX, TN FAMR-138  
UNUSABLE.

**FDC 8/1234** ZME FI/T AIRWAY ZTL ZME. V541 GADS-  
DEN /GAD/ VOR/DME, AL TO HOBBI INT, AL MOCA  
2800.

**FDC 7/4545** ZME FI/T AIRWAY ZFW ZME LA/MS. V427  
MONROE /MLU/ VORTAC, LA TO PECKS INT, MS MEA  
5000.

**FDC 7/4384** ZME FI/T AIRWAY ZME ZFW. V397 MON-  
ROE /MLU/ VORTAC, LA TO RUTTS INT, MS MEA 6000.  
V397 RUTTS INT, MS TO GREENVILLE /GLH/ MS MEA  
2000.

**FDC 7/4382** ZME FI/T AIRWAY ZME ZFW. V417 MON-  
ROE /MLU/ VORTAC, LA TO BOLTS INT, MS MEA 5000.

**FDC 7/4317** ZME AR FI/T AIRWAY ZME. V534 DRANO  
INT MRA 3000.

**FDC 7/4316** ZME AR FI/T AIRWAY ZME. V303-532 BAR-  
BI INT MRA 3000.

**FDC 7/0513** ZME MS FI/T AIRWAY ZME. V455 SOSOE  
INT, MS TO MERIDAN /MEI/ VORTAC, MS N/A. V194  
MIZZE INT, MS TO MERIDAN /MEI/ VORTAC, MS N/A.  
V18 BAETT INT, MS TO CONEE INT, MS MEA 4000. V9  
BERRA INT, MS DME ONLY. V555 VAHNS INT, MS DME  
ONLY.

## **MIAMI ARTCC**

**FDC 8/1805** ZMA PR..FI/T AIRWAY ZSU ZMA. RTE 7  
TUNNA INT PR. TO GESSO INT PR MEA 9000.

**FDC 8/1319** ZMA FI/T AIRWAY ZSU ZMA. RTE 9 DAKES  
INT PR, TO PONCE /PSE/ VOR/DME PR, MEA 3000.

**FDC 8/1317** ZMA FI/T AIRWAY ZSU ZMA. RTE 10 ALASK  
INT PR, TO PONCE /PSE/ VOR/DME PR, MEA 3200.

**FDC 8/1307** ZMA FI/T AIRWAY ZSU ZMA. R507 GRAND  
TURK /GT/ NDB, TK TO CONCH INT, OA BRG 123.

**FDC 8/1305** ZMA FI/T AIRWAY ZSU ZMA. RTE 7 SAALR  
INT, PR TO PLING INT, PR MEA 12000. SANLO INT, PR TO  
TUUNA INT, PR MEA 4000.

**FDC 8/1303** ZMA FI/T AIRWAY ZSU ZMA. RTE 2 TOURO  
INT, PR TO MALIE INT, VI MEA 2000.

**FDC 8/1301** ZMA FI/T AIRWAY ZSU ZMA. RTE 6 BEANO  
INT, PR TO ROBLE INT, PR MEA 6000. CHAKA INT, PR TO  
PALCO INT MEA 3000.

**FDC 8/1299** ZMA FI/T AIRWAY ZSU ZMA. RTE 3 JAAWS  
INT, PR TO UTAHS INT, PR MEA 12000.

**FDC 7/7161** ZMA FL..FI/T AIRWAY ZMA. V521 LEE  
COUNTY /RSW/ VORTAC FL TO QUNCY INT FL MOCA  
2500.

## **MINNEAPOLIS ARTCC**

**FDC 8/7217** ZMP FI/T AIRWAY ZMP ZAU. V193-285  
CLOCK INT, MI TO WHITE CLOUD (HIC) VORTAC, MI  
MOCA 2400.

**FDC 8/6197** ZMP MI FI/T AIRWAY ZMP. V133 TRAVERSE  
CITY VORTAC, MI (TVC) TO WHIPP INT, MI MOCA 2700.

**FDC 8/6194** ZMP FI/T AIRWAY ZAU ZMP. V67 WATER-  
LOO (ALO) VORTAC, IA TO FOYDE INT, IA MEA 3000.  
FOYDE INT, IA TO ROCHESTER (RST) VOR/DME MN  
MEA 3500.

**FDC 8/5307** ZMP FI/T AIRWAY ZMP. V216 MANKATO  
(TKO) VORTAC, KS TO PAWNEE CITY (PWE) VORTAC,  
NE...NA.

**FDC 8/5156** ZMP ND FI/T AIRWAY ZMP. V491 DICKIN-  
SON (DIK) VORTAC, ND TO MINOT (MOT) VORTAC, ND  
MOCA 4300.

**FDC 8/4776** ZMP WI FI/T AIRWAY ZMP. V55 EAU  
CLAIRE (EAU) VORTAC, WI TO BELOGO INT, WI NA.

**FDC 8/4607** ZMP NE FI/T AIRWAY ZMP. V6-8 GRAND IS-  
LAND (GRI) VORTAC, NE TO TOUHY INT, NE...MOCA  
3100.

**FDC 8/4444** ZMP FI/T AIRWAY ZKC ZMP. V216 MANKA-  
TO (TKO) VORTAC, KS TO PAWNEE CITY (PWE) VOR-  
TAC, NE...MOCA 3200.

**FDC 8/2703** ZMP FI/T AIRWAY ZMP. V13 FARMINGTON  
(FGT) VORTAC, MN TO CINCI INT, MN MEA 5500 MOCA  
3400.

**FDC 8/2648** ZMP FI/T AIRWAY ZMP. V413-510 GOPHER  
(GEP) VORTAC, MN ADD MRA FLAG AT WAGNR INT  
5500.

**FDC 7/2207** ZMP FI/T AIRWAY ZMP. V148 HAYWARD /  
HYR/ VOR/DME WI R057 TO MID POINT MEA 10000.  
R235 TO COP MEA 10000.

**FDC 7/2206** ZMP FI/T AIRWAY ZMP. V345 HAYWARD /  
HYR/ VOR/DME WI TO GRASS INT WI MEA 10000. R178  
TO COP MEA 10000.

**FDC 7/2205** ZMP FI/T AIRWAY ZMP. V177 HAYWARD /  
HYR/ VOR/DME WI: R128 TO COP MEA 10000. R324 TO  
COP MEA 10000.

**FDC 7/0978** ZMP FI/T AIRWAY ZMP. V215 WHITE  
CLOUD, MI VORTAC /HIC/ TO GAYLORD, MI VOR/DME  
/GLR/ ADD CHANGE OVER POINT AT HIC 40 NM/GLR 57  
NM.

## **NEW YORK ARTCC**

**FDC 8/7704** ZNY FI/T AIRWAY ZNY ZBW. V99 LA GUAR-  
DIA (LGA) VOR/DME, NY TO OUTTE INT, CT MEA 4500.  
V99 OUTTE INT, CT TO SORRY INT, CT MEA 10000.

**FDC 8/2554** ZNY FI/T AIRWAY ZNY. J146 ALLENTOWN  
(FJC) VORTAC, PA TO KENNEDY (JFK) VOR/DME, NY,  
USE JFK R-287.

**FDC 7/7993** ZNY NY FI/T AIRWAY ZNY ZBW. J42 FROM  
LAURN INT NY. TO LA GUARDIA (LGA) VOR/DME NY.  
TO MARIO INT NY. LGA R-232 AND LGA R-054 UNUS-  
ABLE.

**FDC 7/4793** ZNY FI/T AIRWAY ZNY. V149 ALLENTOWN  
(FJC) VORTAC, PA TO MAZIE INT, PA, FJC R-157 UNUS-  
ABLE.

**FDC 7/0652** ZNY PA. FI/T AIRWAY ZNY. V184 HARRIS-  
BURG (HAR) VORTAC, PA. TO DELRO INT, PA. HAR  
R-145 UNUSABLE.

**FDC 7/0651** ZNY FI/T AIRWAY ZNY. V162 HYPER INT,  
MD. TO HARRISBURG (HAR) VORTAC, PA. HAR R-201  
UNUSABLE.

**FDC 6/0791** ZNY FI/T AIRWAY ZNY. V123-157 LA GUARDIA (LGA) VOR/DME TO FAMMA INT, NY MOCA 1600.

## **OAKLAND ARTCC**

**FDC 8/4318** ZOA CA FI/T AIRWAY ZLA ZOA. SUASALITO (SAU) VORTAC, CA. V-485 SNIDR INT, CA TO GILRO INT, CA MEA 4800.

**FDC 8/1667** ZOA FI/T AIRWAY ZLA ZOA. V25 SAN MARCUS /RZS/ VORTAC, CA TO POZOE INT, CA MEA 9500. POZOE INT, CA TO PASO ROBLES /PRB/ VORTAC, CA MEA 7000.

**FDC 4/2590** ZOA FI/T AIRWAY ZOA, NV. V165 MUSTANG (FMG) VORTAC, NV TO PYRAM INT, NV MOCA 10000.

## **SALT LAKE CITY ARTCC**

**FDC 8/6653** ZLC FI/T AIRWAY ZLC ZLA. V257 GRAND CANYON/GCN/ VORTAC AZ TO BRYCE CANYON/BCE/ VORTAC, UT NON DME OR GPS AIRCRAFT, MEA 14500.

**FDC 7/4861** ZLC FI/T AIRWAY ID/UT ZLC. J12-15 TWIN FALLS /TWF/ VORTAC, ID TO SALT LAKE CITY /SLC/ VORTAC, UT MEA 22000.

**FDC 7/4860** ZLC FI/T AIRWAY ID/UT ZLC. V484 DRYAD INT, ID TO SWITZ INT, UT NA.

**FDC 7/4637** ZLC FI/T AIRWAY ZLC. V465 DUNOIR (DNW) VOR/DME WY TO REDLO INT MT MEA 17000 COP 45 NM.

**FDC 6/1033** ZLC FI/T AIRWAY ZLC ZDV. J56 SALT LAKE CITY (SLC) VORTAC, UT TO HAYDEN (CHE) VOR/DME, CO; MEA 25000.

## **SAN JUAN CERAP**

**FDC 8/1804** ZSU PR..FI/T AIRWAY ZSU ZMA. RTE 7 TUNA INT PR TO GESSO INT PR MEA 9000.

**FDC 8/1318** ZSU FI/T AIRWAY ZSU ZMA. RTE9 DAKES INT PR, TO PONCE /PSE/ VOR/DME PR, MEA 3000.

**FDC 8/1316** ZSU FI/T AIRWAY ZSU ZMA. RTE10 ALASK INT PR, TO PONCE /PSE/ VOR/DME PR, MEA 3200.

**FDC 8/1306** ZSU FI/T AIRWAY ZSU ZMA. R507 GRAND TURK /GT/ NDB, TK TO CONCH INT, OA BRG 123.

**FDC 8/1304** ZSU FI/T AIRWAY ZSU ZMA. RTE 7 SAALR INT, PR TO PLING INT, PR MEA 12000. SANLO INT, PR TO TUUNA INT, PR MEA 4000.

**FDC 8/1302** ZSU FI/T AIRWAY ZSU ZMA. RTE 2 TOURO INT, PR TO MALIE INT, VI MEA 2000.

**FDC 8/1300** ZSU FI/T AIRWAY ZSU ZMA. RTE 6 BEANO INT, PR TO ROBLE INT, PR MEA 6000. CHAKA INT, PR TO PALCO INT MEA 3000.

**FDC 8/1298** ZSU FI/T AIRWAY ZSU ZMA. RTE 3 JAAWS INT, PR TO UTAHS INT, PR MEA 12000.

**FDC 6/3752** ZSU FI/T AIRWAY ZSU. A555 ST. CROIX /COY/ VOR/DME, VI TO PORQE INT, VI TO ILURI INT, PR /TJZS/CTA/FIR/ MEA 7500.

## **SEATTLE ARTCC**

**FDC 7/5141** ZSE FI/T AIRWAY ZSE. WHEN BATTLEGROUND/BTG/VORTAC OUT OF SERVICE; V-165 NEWBERG VORTAC OR. TO WINLO INT WA. NON-DME/ RNAV EQUIPPED AIRCRAFT MEA 6000. V-500 NEWBERG VORTAC OR. TO HARZL INT OR. EASTBOUND MEA 10000 WESTBOUND DME REQUIRED. V1-165 NEWBERG VORTAC OR TO DESCHUTES OR. NORTHWESTBOUND DME REQUIRED, SOUTH-EASTBOUND MEA 12500. V-182 NEWBERG VORTAC OR TO OSWEG INT OR. NA.

## **WASHINGTON ARTCC**

**FDC 8/7572** ZDC VA..FI/T AIRWAY ZTL ZDC. V16 PULASKI (PSK) VORTAC, VA TO ROANOKE (ROA) VORTAC, VA ADD CHANGEOVER POINT AT PSK 10NM/ROA 24NM.

**FDC 8/7531** ZDC FI/T AIRWAY ZTL, ZDC. V37 PULASKI (PSK) VORTAC, VA R021/10NM TO FRET INT, VA, PSK R021 UNUSEABLE.

**FDC 8/6824** ZDC VA..FI/T AIRWAY ZTL ZDC. V136-470 PULASKI /PSK/ VORTAC, VA TO TABER INT, VA PSK R-100 UNSABLE,

**FDC 8/6745** ZDC NC..FI/T AIRWAY ZDC. V296 WILMINGTON /ILM/ VORTAC NC TO GANDS INT NC MEA 5000; YOAST INT NC MRA 5000; URRIE INT NC MRA 5000.

**FDC 7/6137** ZDC FI/T AIRWAY ZDC, ZTL. V37 PULASKI (PSK) VORTAC, VA TO HAWKI INT, WV, MEA 12000.

**FDC 7/2052** ZDC FI/T AIRWAY ZDC. V296 GANDS INT MRA 3000.

**FDC 7/0773** ZDC FI/T AIRWAY ZDC ZJX. V1 CHARLESTON /CHS/ VORTAC SC TO GRAND STRAND /CRE/ VORTAC SC-INLET INT/DME FIX, SC AND PLANN INT/DME FIX SC- DME FIXES ONLY V1 GRAND STRAND /CRE/ VORTAC SC TO KINSTON /ISO/ VORTAC NC-ASHES INT NC-MRA 3000. V136 GRAND STRAND /CRE/ VORTAC SC TO FAYETTEVILLE /FAY/ VOR/DME NC- HICKE INT NC-MRA 3000. V437 CHARLESTON /CHS/ VORTAC SC TO FLORENCE /FLO/ VORTAC SC-WESEL INT SC TO FLO VORTAC- MEA 4000.

**FDC 7/0654** ZDC FI/T AIRWAY ZDC ZTL. J37 LYNCHBURG (LYH) VORTAC, VA. TO COLZI INT, NC. LYHR-230 UNUSABLE.

**FDC 6/7636** ZDC FI/T AIRWAY ZDC. V3 CARML INT, VA TO HARVY INT, VA MEA 6000.

**FDC 6/5520** ZDC FI/T AIRWAY ZDC ZTL ZJX. V-03 TOWEY INT (NC) TO SDZ VORTAC (NC) MEA 8000. V-66 RICHE INT, SC TO SDZ VORTAC, NC MEA; 8000. V-155 LILLS INT, NC TO SDZ VORTAC, NC; MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC; WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN INT IS DME ONLY (CLT 26 DME) BELOW 8000.

**FDC 6/4187** ZDC FI/T AIRWAY ZDC. V38 GORDONSVILLE (GVE) VORTAC, VA TO CEROL INT, VA MEA 6000

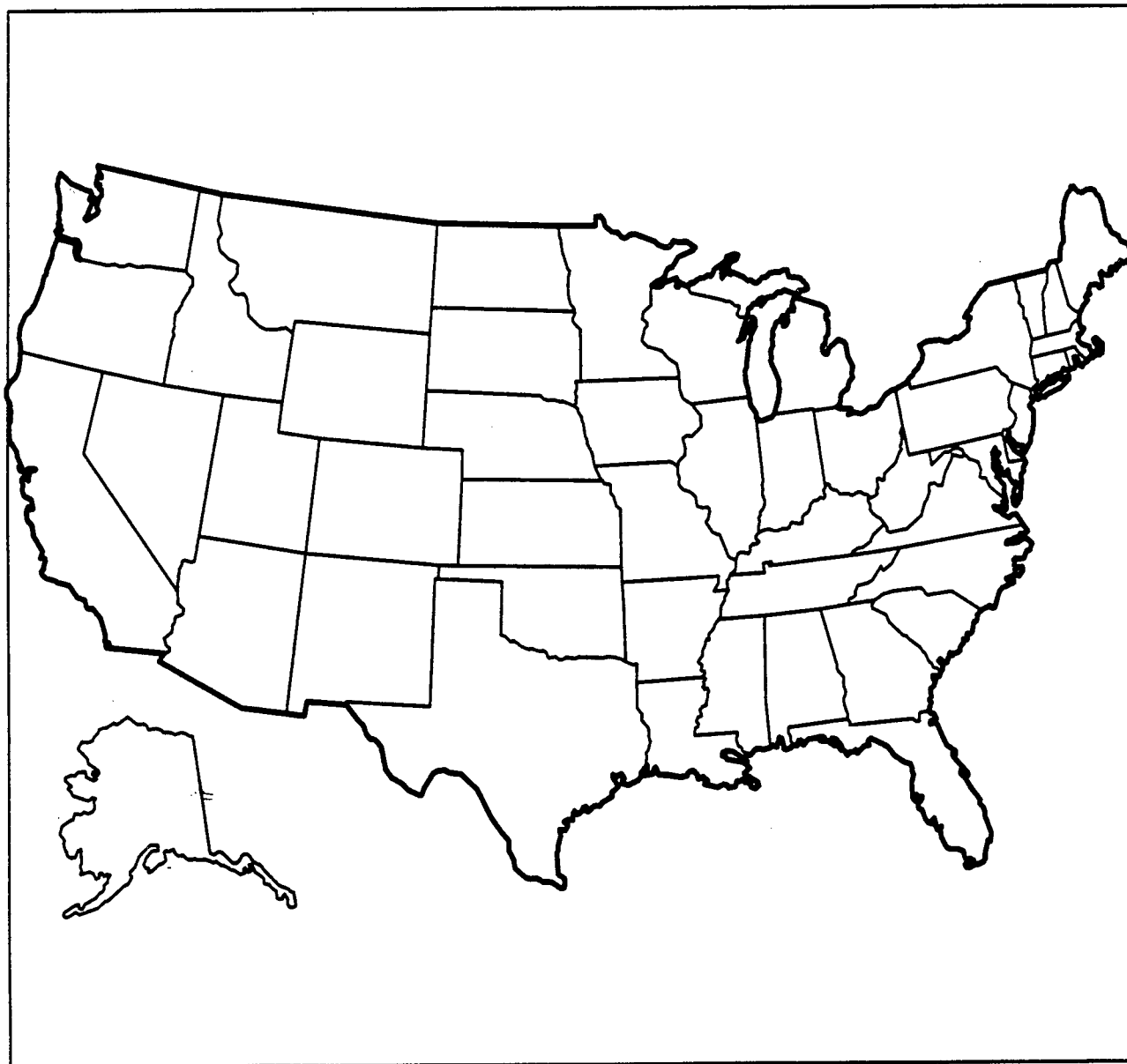


**Part 1.**

**Section 2.**

**FDC**

**AIRPORTS, FACILITIES, & PROCEDURAL NOTAMS**





## Section 2. AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

### ALABAMA

#### DOTHAN

##### Dothan

**FDC 8/7974** /DHN/ FI/P DOTHAN, DOTHAN, AL. ILS RWY 32 AMDT 7D...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2500 VIA HEADING 060 AND RRS R-019 TO ABIDE INT AND HOLD. THIS IS ILS RWY 32 AMDT 7E.

**FDC 8/7973** /DHN/ FI/P DOTHAN, DOTHAN, AL. VOR OR TACAN OR GPS-A AMDT 11B...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 2500 VIA HEADING 090 AND RRS R-019 TO ABIDE INT AND HOLD. THIS IS VOR OR TACAN OR GPS-A AMDT 11C.

**FDC 8/7972** /DHN/ FI/P DOTHAN, DOTHAN, AL. LOC BC RWY 14 AMDT 6C...MISSED APPROACH: CLIMB TO 900 THEN CLIMBING LEFT TURN TO 2500 VIA HEADING 360 AND RRS R-019 TO ABIDE INT AND HOLD. THIS IS LOC BC RWY 14 AMDT 6D.

#### HALEYVILLE

##### Posey Field

**FDC 4/6193** /1M4/ FI/T POSEY FIELD, HALEYVILLE, AL. VOR/DME RWY 18 AMDT 3A...PROC NA.

#### HUNTSVILLE

##### Huntsville Intl-Carl T. Jones Field ATCT

ATCT NOW OPERS 0600-0000 LCL; OTR TIMES BY NOTAM.(11/98)

##### Huntsville Intl-Carl T. Jones Field

**FDC 8/7956** /HSV/ FI/P HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. CORRECT U.S. TERMINAL PROC SE VOL 4 OF 4 DATED 8 OCT 98. PAGE 215. ILS RWY 18R AMDT 2...CHANGE PROCEDURE AMENDMENT NUMBER FROM 2 TO 21A.

**FDC 8/7955** /HSV/ FI/P HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. CORRECT U.S. TERMINAL PROC SE VOLUME 4 OF 4 DATED 8 OCT 98, PAGE 216. ILS RWY 36L AMDT 2...CHANGE PROCEDURE AMENDMENT NUMBER FROM 2 TO READ 8.

**FDC 8/7954** /HSV/ FI/P HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. CORRECT U.S. TERMINAL PROC SE VOLUME 4 OF 4 DATED 8 OCT 98, PAGE 217. VOR OR GPS-A AMDT 2...CHANGE PROCEDURE AMENDMENT NUMBER FROM 2 TO READ 11.

**FDC 8/7953** /HSV/ FI/P HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. CORRECT U.S. TERMINAL PROC SE VOLUME 4 OF 4 DATED 8 OCT 98. PAGE 218. NDB OR GPS RWY 18R, AMDT 2...CHANGE PROCEDURE AMENDMENT NUMBER FROM 2 TO READ 13.

**FDC 8/7819** /HSV/ FI/T HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. EFF EXCEPT WHEN ATC ADVISES CRANES ARE DOWN. TAKE-OFF MNMS: RWY 36R, 300-1. DEP PROC: RWY 36L/R, CLIMB RUNWAY HEADING TO 800 BEFORE TURNING. TEMP CRANE 782 FT MSL 2746 FT N OF RWY 18L.

**FDC 8/7679** /HSV/ FI/T HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. EFF EXCEPT WHEN ATC ADVISED CRANE IS DOWN. VOR OR GPS-A AMDT

2...CIRCLING MDA 1260/HAA 630 ALL CATS VIS CAT C 1 3/4. NDB OR GPS RWY 18R AMDT 2...KITTZ FIX MNMS: S-18R - MDA 1240/HAT 610. VIS CAT C RVR 6000. CAT D 1 3/4. CIRCLING MDA 1260/HAA 630 ALL CATS, VIS CAT C 1 3/4. ILS RWY 18R AMDT 2...S-ILS 18R: DH 971/HAT 341. VIS RVR 4000 ALL CATS. CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. ILS RWY 36L AMDT 2...S-ILS 36L: DH 830/HAT 208. CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. ILS RWY 18L, AMDT 2...S-ILS 18L: DH 936/HAT 326. VIS 1 ALL CATS. S-LOC 18L: VIS 1 CATS A/B/C. RADAR-1 AMDT 8...CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. TEMP CRANE 954 MSL 1988 FT SE OF RWY 18R AND 782 MSL 2746 FT N OF RWY 18L.

**FDC 8/5831** /HSV/ FI/T HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. EFF EXCEPT WHEN ATC ADVISES CRANE IS DOWN. HI-ILS RWY 18R...S-ILS 18R - DH 971/HAT 341. VIS RVR 4000 ALL CATS. CIRCLING: MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. HI-ILS RWY 36L...S-ILS 36L - DH 830/HAT 208. CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. HI-TACAN-A...CIRCLING MDA 1260/HAA 630 ALL CATS VIS CAT C 1 3/4. CAT E 2 1/4. TEMP CRANE 954 MSL 1988 FT SE OF RWY 18R.

#### MONROEVILLE

##### Monroe County

**FDC 8/5194** /MVC/ FI/T MONROE COUNTY, MONROEVILLE, AL. VOR OR GPS RWY 21, AMDT 8...DME MNMS: S-21 MDA 860/HAT 441 ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 920/HAA 501 CAT A,B,C...VOR OR GPS RWY 3, AMDT 8: CIRCLING MDA 920/HAA 501 CAT A,B,C. TEMP CRANE 602 MSL, 5500 FT EAST OF RWY 21.

#### MONTGOMERY

##### Montgomery Rgnl (Dannelly Field)

**FDC 8/2814** /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. HI-ILS RWY 28 AMDT 8B...S-28 DH 531/HAT 334 ALL CATS. CIRCLING MDA 720/HAA 499 CAT C. HI-ILS RWY 10 AMDT 23B...CIRCLING MDA 720/HAA 499 CAT C. TKOF MINIMUMS RWY 10: 300-1.

**FDC 8/2696** /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. ILS RWY 10, AMDT 23B. VOR/DME RNAV OR GPS RWY 3, AMDT 5A...VOR OR GPS-A, AMDT 3A...NDB OR GPS RWY 10, AMDT 18B. CIRCLING: MDA 720/HAA 499 CATS A/B/C.

**FDC 8/2695** /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. RADAR-1 AMDT 8...S-28: MDA 660/HAA 469 ALL CATS. CIRCLING: MDA 720/HAA 499 CATS A/B/C. ILS RWY 28 AMDT 8B...S-28: DH 531/HAT 334 ALL CATS. CIRCLING: MDA 720/HAA 499 CATS A/B/C. TAKEOFF MNMS RWY 10: 300-1.

**FDC 7/4474** /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. HI-TACAN-A...MISSED APPROACH: CLIMB TO 2000 DIRECT MGM VORTAC. CONTINUE CLIMB TO 2300 VIA MGM R-126 TO 10 DME THEN CONTINUE CLIMB TO 3500 VIA MGM R-126 TO SHADY INT.

**FDC 7/1202** /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. ILS RWY 28, AMDT 8B...COUPLED APPROACHES NA BELOW 842 FT MSL.

## TUSCALOOSA

### Tuscaloosa Muni

**FDC 7/7406** /TCL/ FI/T TUSCALOOSA MUNI, TUSCALOOSA, AL. ILS RWY 4 AMDT 14...S-4 ILS DH 557/HAT 398 ALL CATS, VIS 1 ALL CATS. FOR INOPERATIVE MALSR INCREASE S-ILS-4 VISIBILITY TO 1 1/2 MILES. S-4 LOC MDA 600/HAT 441 ALL CATS, VIS CATS A AND B 1/2, CATS C AND D 3/4. FOR INOPERATIVE MALSR INCREASE S-LOC-4 CAT D VIS TO 1 1/2. BIRMINGHAM ALSTG MNMS: S-4 ILS DH 824/HAT 665 ALL CATS, VIS 2 1/4 ALL CATS. FOR INOPERATIVE MALSR INCREASE S-ILS-4 VISIBILITY TO 2 1/2 MILES. S-4 LOC MDA 880/HAT 721 ALL CATS, VIS CATS A AND B 1/2, CAT C 1 1/2, CAT D 1 3/4. DEP RWY 22 TKOF MNMS: 300-1.

## ALASKA

## AMBLER

### Ambler

**FDC 7/5655** /AFM/ FI/T AMBLER, AMBLER, AK. NDB RWY 36, AMDT 1A...4 DME STEPDOWN FIX, DME MNMS, AND VDP NA. S-36 MDA 1440/HAT 1151 ALL CATS. VIS CAT A 1-1/4; CAT B 1-1/2; CAT C 3. CIRCLING ALL CATS MDA 1440/HAA 1151. VIS CAT A 1-1/4; CAT B 1-1/2; CAT C 3.

## ANCHORAGE

### Merrill Field

**FDC 8/7836** /MRI/ FI/P MERRILL FIELD, ANCHORAGE, AK. GPS-A ORIG...CHANGE NOTE TO READ 'PROCEDURE NA AT NIGHT UNLESS REILS AVAILABLE.' THIS IS GPS-A, ORIG-A.

### Atqasuk Edward Burnell Sr. Memorial

**FDC 8/6461** /ATK/ FI/P ATQASUK EDWARD BURNELL SR. MEMORIAL, ATQASUK, AK. GPS RWY 6, ORIG...ALTERNATE MINIMUMS NOT AUTHORIZED. THIS IS GPS RWY 6, ORIG-A.

## BARROW

### Wiley Post-Will Rogers Memorial

**FDC 8/6537** /BRW/ FI/T WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. LOC/DME BC RWY 24, AMDT 2A...ADD NOTE TO PROFILE VIEW: DISREGARD GLIDE SLOPE INDICATIONS.

## DEADHORSE

### Deadhorse

**FDC 8/7889** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. VOR RWY 4, AMDT 3A...S-4 MDA 520/HAA 499, CAT C VIS 1 1/4, CAT D VIS 1 1/2. CIRCLING MDA CAT A-C 560/HAA 499. INOPERATIVE TABLE DOES NOT APPLY TO CAT C/D FOR INOPERATIVE MALSR.

**FDC 8/7887** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. NDB OR GPS-A, AMDT 2A...CIRCLING MDA CAT A-C 560/HAA 499.

**FDC 8/7886** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. HI-ILS/DME RWY 4, ORIG...CIRCLING CAT C MDA 560/HAA 499.

**FDC 8/7885** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. VOR/DME OR TACAN RWY 4 ORIG...CIRCLING MDA CAT A-C 560/HAA 499.

**FDC 8/7884** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. VOR/DME OR TACAN RWY 22, AMDT 2...S-22 CAT A-E

MDA 520/HAA 460, CAT A-B VIS 3/4, CAT C VIS 1 1/4, CAT D-E VIS 1 1/2. CIRCLING MDA CAT A-C 560/HAA 499. VDP NA. DISREGARD INOPERATIVE MALSR NOTE. INOPERATIVE TABLE DOES NOT APPLY TO CATS C/D/E FOR INOPERATIVE MALSR.

**FDC 8/7882** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. VOR RWY 22, AMDT 5A...S-22 MDA ALL CATS, 560/HAA 500, CAT A/B VIS 3/4, CAT C VIS 1 1/4, CAT D VIS 1 1/2. CIRCLING MDA CAT A-C 560/HAA 499. VDP NA. DME MINIMA NA. DISREGARD INOPERATIVE MALSR NOTE. INOPERATIVE TABLE DOES NOT APPLY TO CAT C/D FOR INOPERATIVE MALSR.

**FDC 8/7881** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. HI-TACAN RWY 4, ORIG...CIRCLING CAT A MDA 560/HAA 499.

**FDC 8/7879** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. GPS RWY 4, ORIG...CIRCLING CATS A-C MDA 560/HAA 499.

**FDC 8/7878** /SCC/ FI/T DEADHORSE, DEADHORSE, AK. GPS RWY 22, ORIG...S-22 MDA 520/HAT 460 ALL CATS. VIS CAT A/B 3/4, CAT C 1 1/4. CIRCLING CATS A-C MDA 560/HAA 499. DISREGARD INOPERATIVE LIGHTS NOTE. RNAV DESCENT ANGLE NA. INOPERATIVE TABLE DOES NOT APPLY TO CATS C,D AND E FOR INOPERATIVE MALSR.

## FAIRBANKS

### Fairbanks Intl

**FDC 8/5342** /FAI/ FI/T FAIRBANKS INTL, FAIRBANKS, AK. ILS RWY 19R, AMDT 20A...S-LOC 19R MDA 1400/HAT 966 ALL CATS. VIS CAT A 4000, CAT B 5000, CAT C-E 1 1/2. CIRCLING MDA 1400/HAA 966 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C-E 3. RADAR FIX MINIMA: S-LOC 19R MDA 780/HAT 346 ALL CATS. 3 NM RADAR FIX MINIMUM ALTITUDE 1400. MINIMUM ALTITUDE AT FOX NDB 3800. DISREGARD NOTE: GLIDE SLOPE UNUSABLE ABOVE 2500. DISREGARD: S-LOC VSBY NOTE, INOP TABLE APPLIES TO LOCALIZER MINIMUMS. ALT MNMS: CATEGORY A, B 1000-2, CAT C-E 1000-3.

**FDC 5/6470** /FAI/ FI/T FAIRBANKS INTL, FAIRBANKS, AK. VOR OR TACAN RWY 19R ORIG...CHG NOTE FROM 'ADF OR DME RQRD' TO 'ADF RQRD'.

## GUSTAVUS

### Gustavus

**FDC 7/1104** /GST/ FI/T GUSTAVUS, GUSTAVUS, AK. NDB OR GPS-A AMDT 3A...PROC NA.

## HOMER

### Homer

**FDC 7/7110** /HOM/ FI/T HOMER, HOMER, AK. LOC/DME RWY 3, AMDT 8A...S-3 MDA 400/HAT 335, VIS 1-1/4 ALL CATS. CIRCLING CAT A MDA 480/HAA 402, VIS CAT A/B 1-1/4.

**FDC 7/6884** /HOM/ FI/T HOMER, HOMER, AK. NDB OR GPS RWY 3, AMDT 2B...S-3 STRAIGHT IN MINIMUMS NOT AUTHORIZED.

## KENAI

### Kenai

**FDC 8/6993** /ENA/ FI/T KENAI MUNI, KENAI, AK. ILS RWY 19R, AMDT 6A...ADD NOTE: DME REQUIRED.

**FDC 8/6289** /ENA/ FI/P KENAI MUNI, KENAI, AK. GPS RWY 1 ORIG...CHANGE ALL REFERENCES OF RWY 1-19 TO RWY 1L-19R. THIS IS GPS RWY 1L ORIG-A.



**FDC 8/6288** /ENA/ FI/P KENAI MUNI, KENAI, AK. GPS RWY 19 ORIG...CHANGE ALL REFERENCES OF RWY 1-19 TO RWY 1L-19R. THIS IS GPS RWY 19R ORIG-A.

**FDC 8/6287** /ENA/ FI/P KENAI MUNI, KENAI, AK. ILS RWY 19 AMDT 6...CHANGE ALL REFERENCES OF RWY 1-19 TO RWY 1L-19R. THIS IS ILS RWY 19R AMDT 6A.

**FDC 8/6286** /ENA/ FI/P KENAI MUNI, KENAI, AK. VOR/DME RWY 1 AMDT 5...CHANGE ALL REFERENCES OF RWY 1-19 TO RWY 1L-19R. THIS IS VOR/DME RWY 1L AMDT 5A.

**FDC 8/6285** /ENA/ FI/P KENAI MUNI, KENAI, AK. VOR RWY 19 AMDT 16...CHANGE ALL REFERENCES OF RWY 1-19 TO RWY 1L-19R. THIS IS VOR RWY 19R AMDT 16A.

**FDC 8/6284** /ENA/ FI/T KENAI MUNI, KENAI, AK. HI-VOR/DME RWY 19, AMDT 2...CHANGE ALL REFERENCES OF RWY 1-19 TO RWY 1L-19R.

**FDC 8/6283** /ENA/ FI/T KENAI MUNI, KENAI, AK. TAKE-OFF MINIMUMS: RWY 19R: 300-1 OR STANDARD WITH MINIMUM CLIMB OF 250 FEET PER NM TO 200.

## KING SALMON

### King Salmon

**FDC 7/6957** /AKN/ FI/T KING SALMON, KING SALMON, AK. VOR/DME OR TACAN OR GPS RWY 29 AMDT 8...TERMINAL ROUTE OLLER/AKN R-205/15 TO AKN R-111/15 VIA 15 DME ARC AND PROCEDURE TURN NOT AUTHORIZED FOR TACAN ONLY EQUIPPED ACFT.

**FDC 7/6956** /AKN/ FI/T KING SALMON, KING SALMON, AK. LOC/DME BC RWY 29, AMDT 1A. TERMINAL ROUTE OLLER/AKN R-205/15 TO AKN R-111/15 VIA 15 DME ARC NOT AUTHORIZED FOR TACAN ONLY EQUIPPED ACFT.

**FDC 7/2615** /AKN/ FI/T KING SALMON, KING SALMON, AK. ILS RWY 11 AMDT 1...S-LOC 11: MDA 440/HAT 396 ALL CATS, VIS CAT E 1.

## NOME

### Nome

**FDC 8/7842** /OME/ FI/P NOME, NOME, AK. GPS RWY 27, ORIG...DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20. THIS IS GPS RWY 27, ORIG-A.

**FDC 8/7831** /OME/ FI/T NOME, NOME, AK. NDB/DME-1 RWY 2, ORIG-C...STRAIGHT-IN MINIMUMS ALL CATS MDA 400/HAT 376. CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MINIMUMS CAT D 800-2 1/4.

**FDC 8/7825** /OME/ FI/P NOME, NOME, AK. GPS RWY 9, ORIG...DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20. THIS IS GPS RWY 9, ORIG-A.

**FDC 8/7824** /OME/ FI/P NOME, NOME, AK. GPS RWY 2, ORIG...DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 20. DELETE NOTE: S-2 MINIMUMS NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 2, ORIG-A.

**FDC 8/7789** /OME/ FI/T NOME, NOME, AK. NDB RWY 27 ORIG-A...S-27 ALL CATS MDA 480/HAT 465. CIRCLING CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-21/4. PROC TURN COMPLETION MINIMUM ALT 2400. ADD NOTE: INOP TABLE DOES NOT APPLY TO CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE S-27 CAT C VIS TO RVR 6000.

**FDC 8/7788** /OME/ FI/T NOME, NOME, AK. VOR RWY 27 ORIG-A...PROC TURN ENTRY ALTITUDE 2000. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMBING LEFT TURN TO 2200 DIRECT OME VORTAC AND HOLD. CIRCLING CAT C MDA 580/HAA 543 CAT D MDA 740/HAA 703 VIS 2 1/4. DME MNMS CIRCLING: CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543 CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4. ADD NOTE: DME MNMS FOR INOP MALSR INCREASE S-27 CATS C/D VIS TO RVR 6000.

**FDC 8/7783** /OME/ FI/T NOME, NOME, AK. ILS-1 RWY 27 ORIG-A...CIRCLING CAT C MDA 580/HAA 543 CAT D MDA 740/HAA 703 VIS 2 1/4. LOC/DME MNMS: CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

**FDC 8/7782** /OME/ FI/T NOME, NOME, AK. MLS RWY 9 ORIG...CIRCLING CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

**FDC 8/7781** /OME/ FI/T NOME, NOME, AK. VOR/DME RWY 9 ORIG-B...CIRCLING CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

**FDC 8/7775** /OME/ FI/T NOME, NOME, AK. ILS-2 RWY 27 ORIG-A...CIRCLING CAT C MDA 580/HAA 543 CAT D MDA 740/HAA 703, VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

**FDC 8/7774** /OME/ FI/T NOME, NOME, AK. LOC/DME BC RWY 9 ORIG-A...CIRCLING CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

## ST. PAUL ISLAND

### St. Paul Island

**FDC 8/5741** /SNP/ FI/T ST. PAUL ISLAND, ST. PAUL ISLAND, AK. NDB/DME OR GPS RWY 18, AMDT 2A...GPS PORTION NA.

## TANANA

### Ralph M. Calhoun Memorial

**FDC 8/7451** /TAL/ FI/T RALPH M. CALHOUN MEMORIAL, TANANA, AK. VOR/DME RWY 6, ORIG...S-6 MDA 760/HAT 534 ALL CATS. VIS CATS A/B 1, CAT C 1-1/2, CAT D 1-3/4. CIRCLING CATS A/B/C MDA 760/HAA 533, CAT D MDA 820/HAA 593, VIS CATS A/B 1, CAT C 1-1/2, CAT D 2.

**FDC 7/7973** /TAL/ FI/T RALPH M CALHOUN MEMORIAL, TANANA, AK. VOR/DME OR GPS RWY 6 ORIG...S-06 MDA 760/HAT 534. VIS CAT A/B 1. CAT C 1-1/2. CAT D 1-3/4. CIRCLING MDA 760 HAA 533 CAT A/B/C. MDA 820/HAA 593 CAT D. VIS CAT A/B 1. CAT C 1-1/2. CAT D 2.

**FDC 7/7972** /TAL/ FI/T RALPH M CALHOUN MEMORIAL, TANANA, AK. VOR OR GPS-A, AMDT 6...CIRCLING CAT D MDA 820/HAA 593.

## UNALAKLEET

### Unalakleet

**FDC 8/5773** /UNK/ FI/T UNALAKLEET, UNALAKLEET, AK. VOR/DME OR GPS-D, AMDT 3...TERMINAL ROUTE UNALAKLEET (UNK) VORTAC R-269/21 DME TO UNALAKLEET (UNK) VORTAC R-269/16 DME NA EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE OF GPS DURING OUTAGE OF LAND-BASED NAVIGATION AIDS."

## VALDEZ

### Valdez

**EDC 5/4171** /VDZ/ FI/T VALDEZ, VALDEZ, AK. LDA/DME-C, AMDT 3A...LDA/DME-D, ORIG...LDA/DME-E, AMDT 3...LDA/DME-F, AMDT 3...TRANSITION FROM JOH VORTAC (IAF) NOPT TO I-VDZ 20 DME NOT AUTHORIZED.

## YAKUTAT

### Yakutat

**EDC 8/2674** /YAK/ FI/T YAKUTAT, YAKUTAT, AK. VOR OR GPS RWY 29, AMDT 3A...TERMINAL ROUTE FROM YAK-089/17 DME TO YAK R-120/10 DME NA. TERMINAL ROUTE FROM YAK R-110/17 DME TO YAK R-120/10 DME NA.

**EDC 8/2815** /YAK/ FI/T YAKUTAT, YAKUTAT, AK. VOR OR GPS RWY 11, AMDT 11A...TERMINAL ROUTE FROM YAK R-242/18 DME TO YAK R-271/10 DME NOT AUTHORIZED. TERMINAL ROUTE FROM YAK R-260/18 DME TO YAK R-271/10 DME NOT AUTHORIZED. S-11 MDA 600/HAT 567 ALL CATS, VIS CAT A/B RVR 2400, CAT C 5000, CAT D 6000. CIRCLING MDA 600/HAA 567 CATS A/B/C, VIS CAT A/B 1, CAT C 1-1/2. VOR/DME OR VOR/NDB MINIMA NA.

## ARIZONA

## ALMYRA

### Almyra Muni

**EDC 7/0283** /M73/ FI/T ALMYRA MUNI, ALMYRA, AZ. VOR/DME OR GPS-A, AMDT 4B...PROC NA.

## CHANDLER

### Stellar Airpark

**EDC 7/5953** /P19/ FI/T STELLAR AIRPARK, CHANDLER, AZ. VOR OR GPS-A AMDT 1...CIRCLING MDA CAT A 1600 HAA 425.

## FLAGSTAFF

### Flagstaff Pulliam

**EDC 6/1202** /FLG/ FI/T FLAGSTAFF PULLIAM, FLAGSTAFF, AZ. ILS/DME RWY 21 ORIG...TIME/DISTANCE TABLE NA.

## FORT HUACHUCA/SIERRA VISTA

### Libby AAF-Sierra Vista Muni

**EDC 6/9444** /FHU/ FI/T LIBBY AAF-SIERRA VISTA MUNI, FORT HUACHUCA/SIERRA VISTA, AZ. NDB RWY 26 AMDT 2...S-26: CATS A/B MDA 5300, HAT 674, VIS 1, CAT C MDA 5300, HAT 674, VIS 2; CAT D MDA 5300, HAT 674, VIS 2 1/4. CIRCLING: CATS A/B MDA 5300, HAA 584, VIS 1. CAT C MDA 5300, HAA 584, VIS 2; CAT D MDA 5300, HAA 584, VIS 2 1/4. MSA TO DRAGOO NDB /DAO/ BRGS 280-100 10500. VOR OR GPS RWY 26 AMDT 2...ILS RWY 26 AMDT 1...MSA TO LIBBY TACAN /FHU/ R-280 CW TO R-100 10500.

## GRAND CANYON

### Grand Canyon National Park

**EDC 7/3361** /GCN/ FI/T GRAND CANYON NATIONAL PARK, GRAND CANYON, AZ. VOR RWY 3 AMDT 4...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE 1. PROCEDURE NOT AUTHO-

RIZED. 2. ALTERNATE MNMS NOT AUTHORIZED. IFR ALTN MNM: STANDARD EXPECT CAT D 800 2 1/4.

**EDC 7/2778** /GCN/ FI/T GRAND CANYON NATIONAL PARK, GRAND CANYON, AZ. ILS/DME RWY 3 AMDT 3...DELETE NOTE WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. ADD NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. IFR ALTN MNMS: STANDARD, NA WHEN CONTROL TOWER CLOSED.

## PARKER

### Avi Suquilla

**EDC 5/0794** /P20/ FI/T AVI SUQUILLA, PARKER, AZ. VOR/DME-A AMDT 2A...LOCAL ALTIMETER NOT AUTHORIZED. CHANGE NOTE TO READ: USE BLYTHE, CA ALSTG, WHEN NOT RECEIVED, PROC NOT AUTHORIZED.

## PHOENIX

### Phoenix Sky Harbor Intl

**EDC 8/1287** /PHX/ FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. ILS RWY 8R AMDT 10...CIRCLING MDA 1760/HAA 627, CATS A/B/C. VIS CAT C 1 3/4. PURCH DME MINIMA - CIRCLING MDA 1760/HAA 627, CATS A/B/C, VIS CAT C 1 3/4. LOC BC RWY 26L AMDT 9...DME MNMS - CIRCLING MDA 1760/HAA 627, CATS A/B/C; VIS CAT C 1 3/4. VOR/DME RWY 26L AMDT 1...CIRCLING MDA 1760/HAA 627. VOR/DME-A ORIG...CIRCLING MDA 1760/HAA 627, CATS A/B/C, VIS CAT C 1 3/4. GPS RWY 8R ORIG...CIRCLING MDA 1760/HAA 627, CATS A/B/C, VIS CAT C 1 3/4. GPS RWY 26L ORIG...CIRCLING MDA 1760/HAA 627 CATS A/B/C, VIS CAT C 1 3/4. TEMP 1398 FT MSL CRANE 4668 FT NE AER 26R.

## SAFFORD

### Safford Muni

**EDC 8/7235** /SAD/ FI/P SAFFORD MUNI, SAFFORD, AZ. CORRECT U.S. TERMINAL PROC SW VOL 1 OF 2 DATED 8 OCT 98, PAGE 417, GPS RWY 30 ORIG...THE LISTED STATE OF CALIFORNIA SHOULD BE CHANGED TO READ ARIZONA.

## TUCSON

### Ryan Field

**EDC 8/2134** /RYN/ FI/T RYAN FIELD, TUCSON, AZ. IFR TKOF MNMS AND DEPPROCS...ADD RWY 6L/24R TKOF MNMS NA.

## WINDOW ROCK

### Window Rock

ASOS CMSND. FREQ TO BE CMSND AT A LATER DATE.(09/98)

## WINSLOW

### Winslow-Linbergh Regional

**EDC 8/5611** /INW/ FI/T WINSLOW-LINBERGH REGIONAL, WINSLOW, AZ. VOR OR GPS RWY 11 AMDT 4...DME REQUIRED FOR NOPT ON TERMINAL ROUTE FRISY INT TO WINSLOW VORTAC.

## YUMA

### Yuma MCAS-Yuma Intl

**EDC 8/1286** /YUM/ FI/T YUMA MCAS-YUMA INTL, YUMA, AZ. ILS RWY 21R AMDT 5...ADD NOTE: RADAR REQUIRED.

## **ARKANSAS**

### **ALMYRA**

#### **Almyra Muni**

**FDC 7/0283** /M73/ FI/T ALMYRA MUNI, ALMYRA, AR. VOR/DME OR GPS-A, AMDT 4B...PROCEDURE NA.

### **BRINKLEY**

#### **Frank Federer Memorial**

**FDC 7/0292** /M36/ FI/T FRANK FEDERER MEMORIAL, BRINKLEY, AR. GPS RWY 20, ORIG-A...PROC NA.

### **FFAYETTEVILLE/SPRINGDALE/ROGERS**

#### **Northwest Arkansas Regional**

**FDC 8/7621** /XNA/ FI/T NORTHWEST ARKANSAS REGIONAL, FAYETTEVILLE/SPRINGDALE/ROGERS, AR. GPS RWY 34, AMDT 1...S-34 MDA 1660/HAT 387 ALL CATS. TEMPORARY TOWER 1405 MSL 3333 FT SW OF RWY 34.

### **FORT SMITH**

#### **Fort Smith Regional**

**FDC 7/8068** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR 1, AMDT 7...HI-LOC BC RWY 7, AMDT 4...HI-VOR/DME OR TACAN RWY 7, AMDT 4...S-ASR 7 MDA 1160/HAT 691 ALL CATS. CIRCLING CATS A-D MDA 1160/HAA 691. CAT E MDA 1220/HAA 751 VIS 2 3/4.

**FDC 7/8067** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. HI-ILS RWY 25, AMDT 5...HI-VOR/DME OR TACAN RWY 25, AMDT 5...CIRCLING CAT E MDA 1220/HAA 751 VIS 2 3/4.

**FDC 7/7211** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. HI-VOR/DME OR TACAN RWY 25, AMDT 5...PGO R-359 NA. MISSED APPROACH INSTRUCTIONS: CLIMB TO 4000 VIA FSM R-232 TO SPIRO/15.00 DME AND HOLD.

**FDC 7/6480** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. VOR/DME OR TACAN OR GPS RWY 7, AMDT 10...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4. MSA 270-360 3500. MISSED APPROACH INSTRUCTIONS: CLIMB TO 3000 DIRECT TO FSM VORTAC AND HOLD (TACAN AIRCRAFT CONTINUE TO 4000 VIA R-036 TO FIGGS 10 DME AND HOLD, NE, RIGHT TURN, 216 INBOUND.

**FDC 7/6479** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. VOR OR TACAN OR GPS RWY 25, AMDT 24...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4. MSA 270-360 3500.

**FDC 7/6478** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR-1, AMDT 7...ILS RWY 25, AMDT 20...LOC BC RWY 7, AMDT 9...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4.

**FDC 7/4854** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. NDB RWY 25, AMDT 24. S-25 MDA 1140/HAT 695 ALL CATS. VIS CAT C 1-1/2, VIS CAT D 2. ALTERNATE MNMS: CAT C 800 2-1/4, CAT D 800 2-1/2.

### **HOT SPRINGS**

#### **Memorial Field**

**FDC 8/7109** /HOT/ FI/P MEMORIAL FIELD, HOT SPRINGS, AR. NDB RWY 5, AMDT 7...S-5 MDA 1280/HAT 765 ALL CATS. VSBY CAT C 1 3/4. CAT D 2 1/4. CIRCLING MDA 1280/HAA 740 ALL CATS. VSBY CAT C 2 1/4, CAT

D 2 1/2. LITTLE ROCK ALTIMETER SETTING MINIMUMS. S-5 MDA 1420/HAT 905 ALL CATS. CIRCLING MDA 1420/HAA 880 ALL CATS. THIS IS NDB RWY 5, AMDT 7A.

### **LITTLE ROCK**

#### **Adams Field**

**FDC 8/7912** /LIT/ FI/T ADAMS FIELD, LITTLE ROCK, AR. LOC RWY 22R ORIGINAL...VOR/DME RNAV OR GPS RWY 22R AMDT 10A...NDB RWY 22R AMDT 6A...RADAR-1 AMDT 15A...S-22R MINIMUMS NA.

### **MANILA**

#### **Manila Muni**

**FDC 8/0173** /MXA/ FI/T MANILA MUNI, MANILA, AR. GPS RWY 18, ORIG...PROC NA.

### **ROGERS**

#### **Rogers Muni-Carter Field**

**FDC 8/5541** /ROG/ FI/T ROGERS MUNI-CARTER FIELD, ROGERS, AR. VOR/DME RWY 19, AMDT 10...PROC NA.

## **CALIFORNIA**

### **ALTURAS**

#### **Alturas Muni**

**FDC 5/4377** /O00/ FI/T ALTURAS MUNI, ALTURAS, CA. TKOF MNMS/IFR DEP PROC...ADD TKOF MNMS: RWY 31...STANDARD. RWYS 3, 21, 31...900-2 OR STANDARD WITH A MNM CLIMB OF 350 FT PER NM TO 5400.

### **APPLE VALLEY**

#### **Apple Valley**

**FDC 8/6116** /APV/ FI/T APPLE VALLEY, APPLE VALLEY, CA. IFR TKOF MNMS AND DEP PROCS, ORIG...TKOF MNMS: RWY 8, 18, 26, 36, NA.

### **BAKERSFIELD**

#### **Bakersfield Muni**

**FDC 6/1155** /L45/ FI/T BAKERSFIELD MUNI, BAKERSFIELD, CA. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. ADD TAKE-OFF MINIMUMS...RWY 16 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 500.

#### **Meadows Field**

**FDC 7/7431** /BFL/ FI/T MEADOWS FIELD, BAKERSFIELD, CA. VOR OR GPS RWY 30R AMDT 7...S-30R MNMS NOT AUTHORIZED.

### **CAMARILLO**

#### **Camarillo**

**FDC 8/3604** /CMA/ FI/T CAMARILLO, CAMARILLO, CA. VOR OR GPS RWY 26 AMDT 4...TERMINAL ROUTE VNY VOR/DME TO COOGA INT MNM ALT 4400. HOLD IN LIEU OF PROC TURN TO COOGA INT MNM ALT 4400. DME MNMS: S-26 CATS A/B MDA 680/HAT 605 VIS 1, CAT C MDA 680/HAT 605 VIS 1 3/4. ADD NOTE: CIRCLING NA NORTH OF RWY 8/26.

### **CARLSBAD**

#### **McClellan-Palomar**

**FDC 7/2772** /CRQ/ FI/T MCCLELLAN-PALOMAR, CARLSBAD, CA. VOR OR GPS-A AMDT 6...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED EXCEPT FOR OPERS WITH APPROVED WEATHER RE-

PORTING SERVICE USE MIRAMAR ALSTG AND INCREASE ALL DME MNMS 80 FT. CHANGE IFR ALTN MNMS TO: CATS A/B 1000-2 CAT C 1000-3. NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

## CHINO

### Chino

**FDC 8/7796** /CNO/ FI/T CHINO, CHINO, CA. VOR OR GPS-B AMDT 3...CIRCLING MDA 1480/HAA 830 ALL CATS, CAT B VIS 1 1/4, CAT C VIS 2 1/2, CAT D VIS 2 3/4.

**FDC 8/7794** /CNO/ FI/T CHINO, CHINO, CA. ILS RWY 26R AMDT 4A...S-LOC 26R MDA 1080/HAT 446 ALL CATS, VIS CAT D 1 1/2.

**FDC 6/9316** /CNO/ FI/T CHINO, CHINO, CA. ADD TKOF MNMS RWYS 08R AND 26L NA. DEP PROC: CHANGE ALL REFERENCES TO RWY 08/26 TO 08L/26R.

## COLUMBIA

### Columbia

**FDC 7/6738** /O22/ FI/T COLUMBIA, COLUMBIA, CA. IFR DEP PROC NA.

## CONCORD

### Buchanan Field

**FDC 7/4155** /CCR/ FI/T BUCHANAN FIELD, CONCORD, CA. NDB OR GPS RWY 19R, ORIG...S-19R: ALL CATS, MDA 1040/HAT 1020; VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING ALL CATS, MDA 1040/HAA 1017 VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CHANGE INOP TABLE NOTE TO READ: INOP TABLE DOES NOT APPLY.

**FDC 7/2755** /CCR/ FI/T BUCHANAN FIELD, CONCORD, CA. LDA RWY 19R AMDT 7...VOR RWY 19R AMDT 12...NDB OR GPS RWY 19R ORIG...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 80 FT. ADD NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 80 FT. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED.

## EL MONTE

### El Monte

**FDC 8/7802** /EMT/ FI/T EL MONTE, EL MONTE, CA. VOR OR GPS-A AMDT 6...CHANGE ALL REFERENCES OF AZUSA INT/POM 6.5 DME TO SELAW INT/POM 6.3 DME. DME MNMS NA. MNM ALT 1260 AT POM 11.DME. CIRCLING CAT A/B MDA 1260/HAA 964. CAT A VIS 1 1/4, CAT B VIS 1 1/2. CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO INTL ALSTG AND INCREASE ALL MDA'S 140 FT. CHANGE IFR ALTN MNMS TO: CAT A/B 1000-2. NA WHEN CONTROL TOWER CLOSED.

**FDC 8/7800** /EMT/ FI/T EL MONTE, EL MONTE, CA. NDB OR GPS-C ORIG...CHANGE ALL REFERENCE OF AZUSA INT/POM 6.3 DME TO SELAW INT/POM 6.3 DME. CIRCLING CAT A/B MDA 1200/HAA 904, CAT A VIS 1 1/4, CAT B VIS 1 1/2. CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO INTL ALSTG AND INCREASE ALL MDA'S 140 FT. CHANGE IFR ALTN MNMS TO: CAT A/B 1000-2. NA WHEN CONTROL TOWER CLOSED.

**FDC 8/7798** /EMT/ FI/T EL MONTE, EL MONTE, CA. VOR/DME OR GPS-B AMDT 2...ONTARIO ALSTG MNMS: CIRCLING CAT A/B MDA 1500/HAA 1204, CAT A VIS 1 1/4, CAT B VIS 1 1/2. CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO INTL

ALSTG. CHANGE IFR ALTN MNMS TO: CAT A/B 1100-2 NA WHEN CONTROL TOWER CLOSED.

## EUREKA

### Murray Field

**FDC 8/4043** /EKA/ FI/T MURRAY FIELD, EUREKA, CA. VOR/DME RNAV OR GPS RWY 11 AMDT 5...VOR/DME RNAV PORTION NA.

**FDC 8/0121** /EKA/ FI/T MURRAY FIELD, EUREKA, CA. VOR/DME RNAV OR GPS RWY 11 AMDT 5...S-11 MDA ALL CATS 1000, HAT ALL CATS 993. VIS CATS A 1 1/4, CAT B 1 1/2, CAT C 3, CIRCLING MDA - ALL CATS 1000. HAA ALL CATS 993. VIS CATS A 1 1/4, CAT B 1 1/2, CAT C 3.

## FORTUNA

### Rohnerville

**FDC 8/4915** /FOT/ FI/T ROHNERVILLE, FORTUNA, CA. VOR OR GPS RWY 11 AMDT 2...S-11 CAT A MDA 1740, VIS 1 1/4, HAT 1358, CAT B MDA 1780, VIS 1 1/2, HAT 1398, CAT C AND D MDA 1820, VIS 3, HAT 1438. CIRCLING CAT A MDA 1740, VIS 1 1/4, HAA 1348, CAT B MDA 1780, VIS 1 1/2, HAT 1388, CAT C AND D MDA 1820, VIS 3, HAA 1428. TDZE 382.

## FULLERTON

### Fullerton Muni

**FDC 8/7511** /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. IFR TKOF MNMS AND DEP PROC...TKOF MNMS RWY 6, 300-1 OR STD WITH A MNM CLIMB OF 480 FT PER NM TO 400. TEMP 232 FT MSL CRANE 1886 FT EAST OF RWY 24 THLD.

**FDC 6/5040** /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. LOC RWY 24, AMDT 3B...ADD NOTES: WHEN SANTA ANA ALSTG USED, INCREASE ALT AT CONGA/I-FUL 2.6 DME 40 FT. WHEN SANTA ANA ALSTG USED, S-24 AND LOC/DME MINIMA S-24 NA.

**FDC 6/5023** /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. VOR OR GPS-A, AMDT 6B...ADD NOTE: WHEN SANTA ANA ALSTG USED, INCREASE ALT AT BWALT/SLI 3.7 DME/RADAR 40 FT.

## HAWTHORNE

### Jack Northrop Field/Hawthorne Muni

**FDC 8/5839** /HHR/ FI/T JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. LOC RWY 25 AMDT 10...ADD NOTE: CIRCLING NA WHEN CONTROL TOWER CLOSED.

**FDC 8/5838** /HHR/ FI/T JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. VOR OR GPS RWY 25 AMDT 15...ADD NOTE: CIRCLING NA WHEN CONTROL TOWER CLOSED.

## HAYWARD

### Hayward Air Terminal

**FDC 8/4421** /HWD/ FI/T HAYWARD AIR TERMINAL, HAYWARD, CA. GPS RWY 28L ORIG...VOR OR GPS-A AMDT 6A...VOR/DME OR GPS-B AMDT 1A...LOC/DME RWY 28L AMDT 1...CHANGE NOTE TO READ: CIRCLING NA NORTH OF RWY 19I/28R.

**FDC 7/2779** /HWD/ FI/T HAYWARD AIR TERMINAL, HAYWARD, CA. LOC/DME RWY 28L AMDT 1...VOR/DME OR GPS-B AMDT 1A...VOR OR GPS-A AMDT 6A...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE OAKLAND ALSTG. CHANGE IFR ALTN MNMS TO LOC/DME RWY 28L - STANDARD @. VOR/DME OR GPS-B - STANDARD @. VOR OR GPS-A -

STANDARD@\*. \*CAT C 800-2 1/4, CAT D 800-2 1/2. @ NA WHEN CONTROL TOWER CLOSED.

## LA VERNE

### Brackett Field

**FDC 7/2770** /POC/ FI/T BRACKETT FIELD, LA VERNE, CA. ILS RWY 26L AMDT 2B...CHANGE NOTE TO: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO ALSTG. CHANGE IFR ALT MNMS TO: STANDARD NA WHEN CONTROL TOWER CLOSED. VOR OR GPS-A AMDT 5A...CHANGE NOTE TO: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO ALSTG. CHANGE IFR ALT MNMS TO: STANDARD#. NA WHEN CONTROL TOWER CLOSED. #CAT C 800-2 1/4.

## LIVERMORE

### Livermore Muni

**FDC 8/5904** /LVK/ FI/T LIVERMORE MUNI, LIVERMORE, CA. ILS RWY 25R AMDT 7...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, PROC NA. IFR ALTN MNMS: DELETE NOTE: NA WHEN CONTROL ZONE NOT IN EFFECT. ADD NOTE: ILS AND LOC STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED.

## LONG BEACH

### Long Beach (Daugherty Field)

**FDC 7/3640** /LGB/ FI/T LONG BEACH (DAUGHERTY FIELD), LONG BEACH, CA. ILS RWY 30 AMDT 32...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CATS A/B 800-2; CAT C 800-2 1/4; CAT D 800-2 1/2; LOC CAT C 800-2 1/4; CAT D 800-2 1/2. VOR OR TACAN OR GPS RWY 30 AMDT 7...CHANGE NOTE TO: WHEN LOCAL ALSTG SETTING NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CAT A/B 800-2, CAT C 800-2 1/4; CAT D 800-2 1/2. NDB RWY 30 AMDT 9...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CATS A/B 800-2; CAT C 800-2 1/4, CAT D 800 2 1/2.

## LOS ALAMITOS

### Los Alamitos AAF

**FDC 6/7220** /SLI/ FI/TLOS ALAMITOS AAF, LOS ALAMITOS, CA. VOR OR TACAN RWY 22L AMDT 6...S-22L CATS A/B VIS 3/4, CAT C 1 1/4, CAT D 1 1/2. DME OR RADAR MNMS: S-22L CATS A/B/C 3/4, CAT D 1. NDB OR GPS RWY 22L ORIG...S-22L CATS A/B VIS 3/4, CAT C 1 1/4, CAT D 1 1/2. RADAR-1 AMDT 3...PAR S-22L CATS C/D VIS 3/4. ASR S-22L CATS A/B/C VIS 3/4, CAT D 1.

## LOS ANGELES

### Los Angeles Intl

**FDC 8/7739** /LAX/ FI/P LOS ANGELES INTL, LOS ANGELES, CA. ILS RWY 24L AMDT 22...CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 2000 VIA HEADING 249 AND LAX R-260 TO RAFFS INT/LAX 15.1 DME AND HOLD. THIS IS ILS RWY 24L AMDT 22A.

### Whiteman

**FDC 7/8520** /WHP/ FI/T WHITEMAN, LOS ANGELES, CA. GPS-B ORIG...PROC NA.

## MERCED

### Merced Muni-Macready Field

**FDC 8/7757** /MCE/ FI/P MERCED MUNI-MACREADY FIELD, MERCED, CA. ILS RWY 30 AMDT 14...CHANGE TERMINAL ROUTE CZQ VORTAC TO CHOWA INT/ I-MCE 16.9 DME TO READ MINIMUM ALTITUDE 2000 NOPT 282 DEGREES (25.6). THIS IS ILS RWY 30 AMDT 14A.

## MODESTO

### Modesto City-County/Harry Sham Field

**FDC 8/7807** MOD/ FI/T MODESTO CITY-COUNTY-HARRY SHAM FIELD, MODESTO, CA. ILS RWY 28R AMDT 12...TERMINAL ROUTE MANTECA VORTAC (ECA) SHOULD READ MNM ALT 2000, 124 DEG, 16 NM TO MODESTO VOR/DME.

**FDC 8/7805** /MOD/ FI/T MODESTO CITY-COUNTY-HARRY SHAM FIELD, MODESTO, CA. VOR RWY 28R AMDT 10A...S-28R CAT A/B MDA 900/HAT 812, VIS 3/4, CAT C MDA 900/HAT 812 VIS 2, CAT D MDA 900/HAT 812 VIS 2 1/4. CIRCLING ALL CAT MDA 900/HAA 803, CAT A VIS 1, CAT B VIS 1 1/4, CAT C VIS 2 1/2, CAT D VIS 2 3/4. CHANGE ALTN IFR MNMS TO: CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4.

**FDC 8/7449** /MOD/ FI/P MODESTO CITY-COUNTY-HARRY SHAM FIELD, MODESTO, CA. CORRECT U.S. TERMINAL PROC SW VOL 2 OF 2 DATED 8 OCT 98, PAGE 193. ILS RWY 28R AMDT 12...PLAN VIEW: ECA 2000 TO MOD VOR/DME.

## MONTEREY

### Monterey Peninsula

**FDC 8/7073** /MRY/ FI/T MONTEREY PENINSULA, MONTEREY, CA. GPS RWY 28L ORIG...CHANGE FAF TO THLD DISTANCE 10.00 NM TO 10.16 NM. CHANGE 7.70 ATD TO 7.86 ATD TO RW28L. CHANGE 5.70 ATD TO 5.86 ATD TO RW28L.

**FDC 8/5028** /MRY/ FI/T MONTEREY PENINSULA, MONTEREY, CA. ILS RWY 10R AMDT 26...S-LOC 10R AND CIRCLING: CHANGE MISSED APPROACH POINT TO 3.80 MILES AFTER MUNSO LOM OR AT I-MRY 1.8 DME. ADD NOTES: ILS UNUSABLE FROM MM INBOUND. FAF TO MAP 3.80 NM. CHANGE TIME DISTANCE TABLE TO READ: KNOTS/MIN: SEC - 60/3:48; 90/2:32; 120/1:54; 150/1:31; 180/1:16.

## NAPA

### Napa County

**FDC 7/2803** /APC/ FI/T NAPA COUNTY, NAPA, CA. VOR OR GPS RWY 6 AMDT 11...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 60 FT. CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. CAT D, 1200-3. LOC RWY 36L AMDT 2B...CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. CAT D, 1200-3.

## OAKDALE

### Oakdale

**FDC 8/4669** /O27/ FI/T OAKDALE, OAKDALE, CA. VOR OR GPS RWY 10 AMDT 5B...S-10: MDA 720/HAT 486 CAT A/B. CIRCLING MDA 800/HAA 566 CAT A/B.

## OAKLAND

### Metropolitan Oakland Intl

**FDC 8/7928** /OAK/ FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. GPS RWY 11 ORIG...S-11: MDA

440, HAT 334 ALL CATS. TEMP 125 FT MSL CRANE 6381 FT NNW RWY 11 THR.

**FDC 8/4900** /OAK/ FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. VOR/DME OR GPS RWY 27L AMDT 10...TERMINAL ROUTE: SUNOL/OAK 21 DME / IAF/ TO BLANT/OAK 14 DME MNM ALT 3300. CIRCLING CAT A MDA 520/HAA 514. CHANGE MISSED APPROACH INSTRUCTION TO READ "CLIMB TO 3100 VIA OAK R-313 TO PEERE INT/OAK 9.1 DME AND HOLD."

**FDC 8/3669** /OAK/ FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. ILS RWY 27R AMDT 31...CHANGE MISSED APPROACH INSTRUCTIONS TO READ "CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 3100 VIA OAK R-313 TO PEERE INT/OAK 9.1 DME AND HOLD."

**FDC 8/3667** /OAK/ FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. NDB RWY 27R AMDT 4...CHANGE MISSED APPROACH INSTRUCTIONS TO READ ~"CLIMB TO 3100 VIA OAK R-313 TO PEERE INT/OAK 9.1 DME AND HOLD."

## ONTARIO

### Ontario Intl

**FDC 7/3896** /ONT/ FI/T ONTARIO INTL, ONTARIO, CA. ILS RWY 26R AMDT 2...S-ILS 26R VIS RVR 4000 CATS A/B/C. DELETE NOTE: S-ILS 26R INOP TABLE DOES NOT APPLY TO MM ALL CATS OR TO MALSR CAT D. ADD NOTE: INOP TABLE DOES NOT APPLY. S-LOC 26R VIS RVR 4000 CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE VIS CATS A/B TO RVR 5000. BAKES DME MNMS: S-LOC 26R VIS RVR 4000 CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE VIS CATS A/B TO RVR 5000.

## OROVILLE

### Oroville Muni

**FDC 8/7249** /OVE/ FI/T OROVILLE MUNI, OROVILLE, CA. NDB OR GPS RWY 1 AMDT 2A...TERMINAL ROUTE DURHA INT TO OVE NDB MNM ALT 3200. CHANGE PROFILE NOTE TO READ: MAINTAIN 2600 OR ABOVE UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN. MSA OVE NDB 120-210 3300, 210-300 2000, 300-120 7500.

## OXNARD

### Oxnard

**FDC 8/4431** /OXR/ FI/T OXNARD, OXNARD, CA. ILS RWY 25 AMDT 8...ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 867 FT MSL.

**FDC 7/8001** /OXR/ FI/T OXNARD, OXNARD, CA. ILS RWY 25 AMDT 8...ADD NOTE: FOR TERMINAL ROUTE FILLMORE VORTAC TO HYDEN INT. V-299 ARRIVALS DESCEND IN HOLDING PATTERN /HOLD N, RT, 167 IN-BOUND/ AT FILLMORE VORTAC TO 8000 BEFORE COMMENCING APPROACH.

**FDC 7/7969** /OXR/ FI/T OXNARD, OXNARD, CA. VOR OR GPS RWY 25 AMDT 8...TERMINAL ROUTE FILLMORE VORTAC TO PLEAT INT NA.

## PALM SPRINGS

### Palm Springs Regional

**FDC 7/2812** /PSP/ FI/T PALM SPRINGS REGIONAL, PALM SPRINGS, CA. VOR OR GPS-B AMDT 2...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPER SITH APPROVED WEATHER REPORTING SERVICE, USE THERMAL, CA ALSTG AND INCREASE ALL MDA'S 80 FT. ADD NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH AP-

PROVED WEATHER REPORTING SERVICE, USE THERMAL, CA ALSTG AND INCREASE ALL MDA'S 80 FT. IFR ALTN MNMS: 1400-3\*. \*NA WHEN CONTROL TOWER CLOSED.

## RIVERSIDE

### Riverside Muni

**FDC 8/7790** /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. ILS RWY 9 AMDT 6...CIRCLING CAT A MDA 1300/HAA 482 VIS 1, CAT B MDA 1360/HAA 542 VIS 1, CAT C/D MDA 1620/HAA 802, VIS CAT C 2 1/4, VIS CAT D 2 1/2. AGNES FIX MNMS: CIRCLING CAT A MDA 1260/HAA 442 VIS 1, CAT B MDA 1360/HAA 542 VIS 1, VAT C/D MDA 1620/HAA 802, VIS CAT C 2 1/4, VIS CAT D 2 1/2. DELETE NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALL DH/MDA'S 40 FT. IFR ALTN MNMS: STANDARD (ASTERISK). ILS CATS C/D 700-2 (ASTERISK)(ASTERISK) NA WHEN CONTROL TOWER CLOSED.

**FDC 8/7786** /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS-A AMDT 5...DELETE NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALL MDA'S 40 FT.

**FDC 8/7784** /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS-B ORIG...DELETE NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALL MDA'S 40 FT. IFR NMNS: CAT A AND B 1600-2.

**FDC 8/7777** /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS RWY 9 AMDT 9...CIRCLING CAT A MDA 1260/HAA 442, VIS 1. CAT B MDA 1360/HAA 542 VIS 1. CAT C/D MDA 1620/HAA 802. VIS CAT C 2 1/4, VIS CAT D 2 1/2. DELETE NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO CA ALSTG AND INCREASE ALL MDA'S 40 FT. IFR ALTN MNMS: STANDARD.

## SACRAMENTO

### Sacramento Mather

**FDC 8/6953** /MHR/ FI/T SACRAMENTO MATHER, SACRAMENTO, CA. VOR OR GPS RWY 4R, ORIG...MCCLELLAN/MCC/ VORTAC R-161 NA TO FORM CRISE INTERSECTION. ADD NOTE: RADAR OR DME REQUIRED.

**FDC 8/4193** /MHR/ FI/T SACRAMENTO MATHER, SACRAMENTO, CA. ILS RWY 22L ORIG...VOR OR GPS RWY 4R ORIG...CIRCLING MDA 680/HAA 584 ALL CATS. MCCLELLAN AFB ALSTG MNMS - CIRCLING MDA 700/HAA 604 ALL CATS. TEMP CRANE 313 MSL 1.15 NM E RWY 22L.

## SAN CARLOS

### San Carlos

**FDC 8/0009** /SQL/ FI/T SAN CARLOS, SAN CARLOS, CA. GPS RWY 30 ORIG...PROC NA.

## SAN DIEGO

### Gillespie Field

**FDC 8/2171** /SEE/ FI/T GILLESPIE FIELD, SAN DIEGO (EL CAJON), CA. LOC-D AMDT 9...PROC NA.

### Montgomery Field

RWY 10L/28R NOW 4600 FT BY 150 FT.(10/98)

**FDC 7/2942** /MYF/ FI/T MONTGOMERY FIELD, SAN DIEGO, CA. ILS RWY 28R AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRAMAR ALSTG. CHANGE IFR ALTN MNMS TO: 900-2, NA WHEN CONTROL TOWER CLOSED. NDB OR GPS RWY 28R AMDT 1...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRA-

MAR ALSTG. CHANGE IFR ALTN MNMS TO: 1000-2. NA WHEN CONTROL TOWER CLOSED.

## SAN JOSE

### San Jose Intl

**FDC 8/5877** /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 12R AMDT 4A...S-LOC 12R - MDA 580/HAT 538 ALL CATS. VIS CAT C 1, CAT D 1 1/4. SIDESTEP RWY 12L - MDA 580/HAT 532 ALL CATS. TEMP 345 FT MSL CRANE 1.58 NM N AER 12R.

**FDC 8/4474** /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. VOR OR GPS RWY 12R AMDT 2A...S-12R: MDA 880/HAT 838 ALL CATS. CAT B VIS 3/4. CAT C VIS 2. CAT D 2 1/4. SIDESTEP 12L: MDA 880/HAT 832 ALL CATS, CAT B VIS 1 1/4. CAT C 2 1/2, CAT D 2 3/4. ALTN MNMS: CAT A/B 900-2, CAT C 900-2 1/2. CAT D 900-2 3/4.

**FDC 8/3794** /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. VOR/DME RNAV OR GPS RWY 30L, ORIG-A...PLANVIEW: TERMINAL ROUTE (IAF) GILRO TO KLIDE WPT MINIMUM ALTITUDE 4000. PROFILE MINIMUM ALTITUDE AT KLIDE WPT 4000.

**FDC 8/4921** /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 30L, AMDT 20A...LOC/DME RWY 30L, AMDT 10A...NDB/DME RWY 30L, AMDT 4A...PLANVIEW: TERMINAL ROUTE (IAF) GILRO TO KLIDE INT MINIMUM ALTITUDE 4000. PROFILE: MINIMUM ALTITUDE AT KLIDE INT 4000.

**FDC 8/3791** /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. VOR/DME RWY 30L, ORIG-A...PLANVIEW: TERMINAL ROUTE (IAF) GILRO TO SJC VOR/DME R-122/16.8 DME MINIMUM ALTITUDE 4000. PROFILE: MINIMUM ALTITUDE AT SJC 16.8 DME 4000.

**FDC 8/3694** /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. LOC/DME RWY 30L AMDT 10A...VDP NA.

## SAN LUIS OBISPO

### San Luis Obispo County-McChesney Field

**FDC 8/7096** /SBP/ FI/P SAN LUIS OBISPO COUNTY-MCCHESNEY FIELD, SAN LUIS OBISPO, CA. ILS RWY 11 ORIG...DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICE, PROCEDURE NOT AUTHORIZED. THIS IS ILS RWY 11 ORIG-A.

**FDC 8/7095** /SBP/ FI/T SAN LUIS OBISPO COUNTY-MCCHESNEY FIELD, SAN LUIS OBISPO, CA. VOR OR TACAN OR GPS-A AMDT 6...DELETE NOTE: PROCEDURE NOT AUTHORIZED WHEN SAN LUIS OBISPO ALTIMETER NOT AVAILABLE. ALTERNATE MINIMUMS: STANDARD.

## SANTA BARBARA

### Santa Barbara Muni

**FDC 7/3367** /SBA/ FI/T SANTA BARBARA MUNI, SANTA BARBARA, CA. VOR OR GPS RWY 25 AMDT 6A...DELETE FROM ALTN MNMS: NA WHEN CONTROL ZONE NOT IN EFFECT EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

## SANTA MARIA

### Santa Maria Public/Captain G. Allan Hancock Field

**FDC 4/4923** /SMX/ FI/T SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD, SANTA MARIA, CA. LOC/DME BC-A AMDT 10A...MIN ALT PA1 ER/I-SMX 2.0 DME 1700. CIRCLING MDA 840/HAA 581 CAT A.

## SHAFTER

### Shafter-Minter Field

**FDC 4/6044** /MIT/ FI/T SHAFTER-MINTER FIELD, SHAFTER, CA. VOR OR GPS RWY 30 ORIG...CHG NOTE TO READ: USE BAKERSFIELD, CA ALSTG, WHEN NOT RECEIVED PROC NA.

## SOUTH LAKE TAHOE

### Lake Tahoe

**FDC 7/2794** /TVL/ FI/T LAKE TAHOE, SOUTH LAKE TAHOE, CA. VOR/DME OR GPS-A AMDT 3...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. CHANGE IFR ALTN MNMS TO 2600-5\*. \*NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

## STOCKTON

### Stockton Metropolitan

**FDC 8/5610** /SCK/ FI/T STOCKTON METROPOLITAN, STOCKTON, CA. VOR OR GPS RWY 29R AMDT 18...DME REQUIRED FOR NOPT TERMINAL ROUTE, MODESTO/ MOD/ VOR/DME TO MANTECA /ECA/ VORTAC.

**FDC 7/2809** /SCK/ FI/T STOCKTON METROPOLITAN, STOCKTON, CA. ILS RWY 29R AMDT 18A...NDB RWY 29R AMDT 14A...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE SACRAMENTO ALSTG AND INCREASE ALL MDA'S/DH 200 FT AND VIS CATS C/D 1/2 MILE.

## TRUCKEE

### Truckee-Tahoe

**FDC 7/7551** /TRK/ FI/T TRUCKEE-TAHOE, TRUCKEE, CA. GPS RWY 19 ORIG...CHANGE MISSED APPROACH PROC TO: CLIMBING RIGHT TURN TO 12000 VIA 332 DEGREE COURSE TO TRUCK WPT THEN VIA 060 DEGREE COURSE TO FMG VORTAC. CROSS 6.5 DME WEST OF FMG AT 12000.

## TORRANCE

### Zamperini Field

**FDC 7/3641** /TOA/ FI/T ZAMPERINI FIELD, TORRANCE, CA. VOR OR GPS RWY 11L, AMDT 14...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES ALSTG AND INCREASE ALL MDA'S 20 FT. CHANGE IFR ALTN MNMS TO 900-2. NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 6/7703** /TOA/ FI/T ZAMPERINI FIELD, TORRANCE, CA. TAKEOFF MNMS RWY 29L/R - 400-1 OR STANDARD WITH MNM CLIMB OF 350 FT PER NM TO 400 FT. TEMP CRANE 208 FT MSL 1954 FT NW RWY 11L.

## TRACY

### Tracy Muni

**FDC 8/7222** /TCY/ FI/T TRACY MUNI, TRACY, CA. VOR OR GPS-A AMDT 4A...CHANGE NOTE TO READ: CIRCLING NA SW OF RWY 12/30. TKOF MNMS AND DEP PROCS...CHANGE DEP PROC TO READ: RWY 25, 30 TURN RIGHT. RWY 7, 12 TURN LEFT. CLIMB TO 2000 DIRECT ECA VORTAC.

**FDC 7/2834** /TCY/ FI/T TRACY MUNI, TRACY, CA. VOR OR GPS-A AMDT 4A...DELETE NOTE: USE STOCKTON



ALSTG WHEN NOT AVAILABLE, USE CASTLE AFB ALSTG AND INCREASE ALL MDA'S 200 FT AND VIS 1/4 MILE. ADD NOTE: USE STOCKTON ALSTG, WHEN NOT RECEIVED PROC NA.

## TWENTYNINE PALMS

### Twentynine Palms

**FDC 7/0340** /TPN/ FI/T TWENTYNINE PALMS, TWENTYNINE PALMS, CA. IFR TKOF MNMS AND DEP PROCEDURES...TKOF MNMS RWY 17 NA.

## UKIAH

### Ukiah Muni

**FDC 7/3446** /UKI/ FI/T UKIAH MUNI, UKIAH, CA. LOC RWY 15 AMDT 5...ALTN MNMS NA.

## VACAVILLE

### NUT TREE

**FDC 8/7213** /VCB/ FI/T NUT TREE, VACAVILLE, CA. GPS RWY 20 AMDT 1...CIRCLING MDA 740/HAA 626 ALL CATS, VIS CAT C 1 3/4. VOR OR GPS-A AMDT 4...CIRCLING MDA 740/HAA 626 ALL CATS, VIS CAT C 1 3/4. IFR TKOF MNMS AND DEP PROC: RWY 20, 1000-2 STANDARD WITH A MNM CLIMB OF 360 FT PER NM TO 1300. TEMP 375 FT MSL CRANE 4401 FT SOUTH OF RWY 20 THLD.

## VAN NUYS

### Van Nuys

**FDC 7/2806** /VNY/ FI/T VAN NUYS, VAN NUYS, CA. ILS RWY 16R AMDT 5...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE BURBANK ALSTG AND INCREASE S-16R DH 10 FT AND CIRCLING MDA CATS A/B/C 20 FT. CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. LDA-C AMDT 2A...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE BURBANK ALSTG. CHANGE IFR ALTN MNMS TO: STANDRAD\*. \*NA WHEN CONTROL TOWER CLOSED. VOR/DME OR GPS-B AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURBANK ALSTG AND INCREASE CATS A/B/C MDA'S 20 FT. CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. VOR OR GPS-A AMDT 3...CHANGE IFR ALTN MNMS TO STANDARD\*. \*NA WHEN CONTROL CLOSED, CAT D 800-2 1/4.

## VICTORVILLE

### Southern California Intl

**FDC 7/4242** /VCV/ FI/T SOUTHERN CALIFORNIA INTL, VICTORVILLE, CA. ILS RWY MDT 1...CIRCLING MDA 3420/HAA 545 CATS B/C, CAT D MDA 3580/HAA 705 VIS CAT D 2 1/4.

## VISALIA

### Visalia Muni

**FDC 8/7452** /VIS/ FI/T VISALIA MUNI, VISALIA, CA. VOR RWY 12 AMDT 5...DINUB INT TO VISALIA VOR/DME (VIS) DISTANCE SHOULD READ 8.39NM. EXTRA INT TO VIS VOR/DME DISTANCE SHOULD READ 13.00NM. MSA VIS VOR/DME CLKWS R-160 TO R250 1700, R-250 TO R-340 3000, R-340 TO R-160 5700. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE FRESNO AIR TERMINAL ALSTG AND RAISE ALL MDA'S 140 FT. CHANGE IFR ALTN MNMS TO: STANDARD.

**FDC 8/5857** /VIS/ FI/T VISALIA MUNI, VISALIA, CA. ILS RWY 30 AMDT 5... DELETE NOTE: WHEN VISALIA

ALSTG NOT AVAILABLE, USE FRESNO AIR TERMINAL ALSTG AND INCREASE ALL DH'S AND MDA'S 140 FT. CHANGE IFR ALT MNMS TO: STANDARD, EXCEPT NA BETWEEN 1900 LCL AND 0700 LCL.

**FDC 8/5855** /VIS/ FI/T VISALIA MUNI, VISALIA, CA. NDB RWY 30 AMDT 3... DELETE NOTE: WHEN VISALIA ALSTG NOT AVAILABLE, USE FRESNO ALSTG AND INCREASE ALL MDA'S 140 FT. CHANGE IFR ALT MNMS TO STANDARD, EXCEPT NOT AUTHORIZED BETWEEN 1900 LCL AND 0700 LCL.

## WATSONVILLE

### Watsonville Muni

**FDC 8/6755** /WVI/ FI/T WATSONVILLE MUNI, WATSONVILLE, CA. LOC RWY 2 AMDT 2A...VOR/DME OR GPS-A ORIG-A...NDB OR GPS-B AMDT 1A...DELETE ALTIMETER SETTING NOTE.

**FDC 5/6581** /WVI/ FI/T WATSONVILLE MUNI, WATSONVILLE, CA. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES...CHANGE TKOF MNMS RWY 26 TO READ: 500-2 OR STANDARD WITH A MNM CLIMB OS 260 FT PER NM TO 800.

## COLORADO

## ASPEN

### Aspen-Pitkin Co/Sardy Field

**FDC 8/5882** /ASE/ FI/T ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO. TKOF MNMS AND DEP PROC...TKOF MNMS: RWY 15-NA. RWY 33-3100-3 OR 1000-2 WITH A MNM CLIMB OF 460 FT PER NM TO 10500. (NOTE: 8179 FT MSL TREE 3447 FT FROM DEP END OF RWY, 1379 FT LEFT OF CNTRLN.) DEP PROC: CLIMB HEADING 340 DEGREES TO 8700, THEN LEFT CLIMBING TURN TO 1600 HEADING 270 TO INTERCEPT AND PROCEED VIA I-PKN NW CRS (OUTBOUND ON LOCALIZER BACKCOURSE) AND DBL R-244 OUTBOUND TO GLENO INT/DBL 22.7 DME. CLIMB IN GLENO HOLDING PATTERN (SW, LT, 064 INBOUND) TO CROSS GLENO AT OR ABOVE 14000 BEFORE PROCEEDING ON COURSE.

## COLORADO SPRINGS

### City of Colorado Springs Muni

**FDC 6/1214** /COS/ FI/T CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. ILS/DME RWY 17L ORIG-A...TIME/DISTANCE TABLE NA.

## DENVER

### Centennial

**FDC 7/5841** /APA/ FI/T CENTENNIAL, DENVER, CO. IFR DEPARTURE AND TAKEOFF MINIMUMS...TAKEOFF MINIMUMS RWY 28, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 290 FT PER NM TO 6200. TEMP CRANE 6094 MSL 1.2 NM W OF RWY 28 DEPARTURE END.

## FORT COLLINS

### Fort Collins-Loveland Muni

**FDC 8/3666** /FNL/ FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS, CO. ILS RWY 33, AMDT 5A...ADF REQUIRED.

## FORT COLLINS

### Fort Collins Downtown

**FDC 5/0881** /3V5/ FI/T FORT COLLINS DOWNTOWN, FORT COLLINS, CO. VOR/DME OR GPS-B, AMDT 1...OB-



TAIN LCL ALSTG ON CTAF; WHEN NOT RECEIVED USE  
FORT COLLINS-LOVELAND MUNI ALSTG AND IN-  
CREASE ALL MDAs BY 40 FEET.

## **GRAND JUNCTION**

### **Grand Junction/Walker Field**

**FDC 6/1252** /GJT/ FI/T GRAND JUNCTION/WALKER  
FIELD, GRAND JUNCTION, CO. VOR OR GPS RWY 11,  
AMDT 1. CIRCLING MINIMA CAT C: MDA 5440, HAA  
582, VSBY 1 1/2; CAT D: MDA 5540, HAA 682, VSBY 2.

**FDC 6/1251** /GJT/ FI/T GRAND JUNCTION/WALKER  
FIELD, GRAND JUNCTION, CO. ILS/DME RWY 11,  
AMDT 14. TIMING TABLE N/A. CIRCLING MINIMA CAT  
C: MDA 5440, HAA 582, VSBY 1 1/2; CAT D: MDA 5540,  
HAA 682, VSBY 2.

## **GREELEY**

### **Greeley-Weld County**

**FDC 8/6677** /GXY/ FI/P GREELEY-WELD COUNTY,  
GREELEY, CO. CORRECT U.S. TERMINAL PROCE-  
DURES, SW, VOL 1 OF 2, DATED 13 AUG 1998. REF ILS  
RWY 9, PAGE 227, AMDT 3A...ADD ALTERNATE MNMS  
ILS 700-2 ALL CATS. LOC ALTERNATE MNMS: STAN-  
DARD ALL CATS.

## **GUNNISON**

### **Gunnison County**

**FDC 8/1927** /GUC/ FI/T GUNNISON COUNTY, GUNNI-  
SON, CO. ILS RWY 6, AMDT 3A...S-LOC 6 MDA 9020/HAT  
1360 ALL CATS. ADD NOTE: INOPERATIVE TABLE  
DOES NOT APPLY.

## **MONTE VISTA**

### **Monte Vista Muni**

**FDC 7/2760** /MVI/ FI/T MONTE VISTA MUNI, MONTE  
VISTA, CO. VOR/DME OR GPS-A AMDT 2...CHANGE  
ALTIMETER NOTE TO READ: 'WHEN ALAMOSA AL-  
TIMETER SETTING NOT RECEIVED, PROC NA.'

## **PUEBLO**

### **Pueblo Memorial**

**FDC 8/3957** /PUB/ FI/T PUEBLO MEMORIAL, PUEBLO,  
CO. ILS RWY 8L, AMDT 22...ILS GLIDESLOPE UNUS-  
ABLE FOR COUPLED APPROACHES BLW 4910 MSL.

## **TELLURIDE**

### **Telluride Regional**

**FDC 7/5017** /TEX/ FI/P TELLURIDE REGIONAL, TELLU-  
RIDE, CO. LOC/DME RWY 9 ORIG...ADD NOTE: LOC UN-  
USABLE FROM 1.0 DME TO THRESHOLD. THIS IS LOC/  
DME RWY 9 ORIG-A.

## **CONNECTICUT**

## **DANBURY**

### **Danbury Muni**

**FDC 7/6859** /DXR/ FI/T DANBURY MUNI, DANBURY, CT.  
LOC RWY 8 AMDT 2...CIRCLING: CAT A AND B MDA  
1180/HAA 722. 872 FT MSL TEMP CRANE.

## **GROTON/NEW LONDON**

### **Groton-New London**

**FDC 8/6547** /GON/ FI/T GROTON-NEW LONDON, GRO-  
TON/NEW LONDON, CT. ILS RWY 5 AMDT

10A...MISSED APPROACH: CLIMB TO 2300 VIA HEAD-  
ING 048 AND ORW R-191 TO ORW VOR/DME.

## **DELAWARE**

## **LAUREL**

### **Laurel**

**FDC 7/2307** FI/T LAUREL, LAUREL, DE. VOR/DME OR  
GPS RWY 32 ORIG...VOR/DME PORTION NA.

## **MIDDLETOWN**

### **Summit**

**FDC 8/6999** /EVY/ FI/P SUMMIT, MIDDLETOWN, DE.  
NDB OR GPS-A AMDT 6...CIRCLING: MDA 680/HAA 609  
CAT A; MDA 700/HAA 629 CATS B/C, MDA 720/HAA 649  
CAT D, VIS CAT C 1 3/4. DELETE NOTE: USE WILMING-  
TON ALTIMETER SETTING. THIS IS NDB OR GPS-A  
AMDT 6A.

**FDC 8/6998** /EVY/ FI/P SUMMIT, MIDDLETOWN, DE.  
VOR OR GPS-B AMDT 1...CIRCLING: MDA 700/HAA 629  
CAT B/C, MDA 720/HAA 649 CAT D. VIS CAT C 1 3/4. DE-  
LETE NOTE: USE WILMINGTON ALTIMETER SETTING.  
THIS IS VOR OR GPS-B AMDT 1A.

**FDC 8/6997** /EVY/ FI/P SUMMIT, MIDDLETOWN, DE.  
VOR/DME RNAV RWY 35 AMDT 3...CIRCLING: MDA  
700/HAA 629 CAT B/C, MDA 720/HAA 649 CAT D. VIS  
CAT C 1 3/4. DELETE NOTE: USE WILMINGTON AL-  
TIMETER SETTING. THIS IS VOR/DME RNAV RWY 35  
AMDT 3A.

**FDC 8/6996** /EVY/ FI/P SUMMIT, MIDDLETOWN, DE.  
GPS RWY 35 ORIG...CIRCLING: MDA 660/HAA 589 CAT  
A. DELETE NOTE: USE WILMINGTON ALTIMETER SET-  
TING. THIS IS GPS RWY 35 ORIG-A.

## **DISTRICT OF COLUMBIA**

## **WASHINGTON**

### **Washington National**

**FDC 8/7157** /DCA/ FI/T WASHINGTON NATIONAL,  
WASHINGTON, DC. DEP PROC/TKOF MNMS...DEP  
PROC RWY 36: LEFT TURN AS SOON AS PRACTICA-  
BLE. INTERCEPT DCA R-328. CLIMB TO 5000 OR AS AS-  
SIGNED.

## **FLORIDA**

## **BOCA RATON**

### **Boca Raton**

**FDC 7/7578** /BCT/ FI/T BOCA RATON, BOCA RATON, FL.  
GPS RWY 5, ORIG...PROC NA.

## **DESTIN**

### **Destin-Fort Walton Beach**

**FDC 8/7285** /DTS/ FI/T DESTIN-FORT WALTON BEACH,  
DESTIN, FL. NDB RWY 32 ORIG...S-32: MDA 760/HAT  
738 ALL CATS. VIS CAT C 2 CAT D 2 1/4. CIRCLING MDA  
760/HAA 738 ALL CATS. VIS CAT C 2 CAT D 2 1/4. GPS  
RWY 32 ORIG...S-32: MDA 620/HAT 598 ALL CATS. VIS  
CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 720/HAA 698  
ALL CATS. VIS CAT C 2, CAT D 2 1/4. RADAR-1 AMDT  
7A...S-32: MDA 660/HAT 638 ALL CATS. VIS CAT C 1 3/4,  
CAT D 2. CIRCLING: MDA 720/HAA 698 ALL CATS. VIS  
CAT C 2, CAT D 2 1/4. TAKEOFF MINIMUMS...RWY 14,  
300-1 OR STANDARD WITH MINIMUM CLIMB OF 320  
FT PER NM TO 400.

## FORT LAUDERDALE

### Fort Lauderdale-Hollywood Intl

**FDC 8/5392** /FLL/ FI/T FORT LAUDERDALE-HOLLYWOOD INTL, FORT LAUDERDALE, FL. RADAR-1, AMDT 3C...S-31 MDA 520/HAT 509 ALL CATS. VIS CAT C 1 1/2. TEMP CRANE 258 MSL 1.94 NM ESE OF RWY 31.

## FORT PIERCE

### St Lucie County

**FDC 7/7103** /FPR/ FI/T ST LUCIE COUNTY, FORT PIERCE, FL. ILS RWY 9, AMDT 1...VOR/DME OR GPS RWY 14, AMDT 7A...NDB RWY 9, ORIG...NDB OR GPS RWY 27, ORIG...LOCAL ALTIMETER SETTING MINIMUMS NA.

## GAINESVILLE

### Gainesville Regional

**FDC 8/5858** /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. LOC BC RWY 10 AMDT 7B...S-10 MDA 600/HAT 452, VIS CAT C 1 1/4, CAT D 1 1/2. RADAR REQUIRED TO IDENTIFY HAGGE INT.

**FDC 8/1823** /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. ILS RWY 28, AMDT 11B...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 1700 DIRECT GN LOM AND HOLD, HOLD EAST, RT, 285 INBOUND. ADF REQUIRED.

**FDC 8/0350** /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. VOR OR GPS-A, AMDT 10A...CIRCLING MDA 1060/HAA 908 ALL CATS VIS CAT A/B 1 1/4, VIS CAT C 2 3/4, VIS CAT D 3. GNV R-213/5.00 DME ALTITUDE 1060. DME MNMS CIRCLING MDA 740/HAA 588 ALL CATS.

**FDC 8/0005** /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. VOR/DME RNAV OR GPS RWY 28, AMDT 5...S-28 MDA 520/HAT 398 ALL CATS, VIS CAT D 3/4. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT D.

## JACKSONVILLE

### Craig Muni

**FDC 8/3582** /CRG/ FI/T CRAIG MUNI, JACKSONVILLE, FL. TAKEOFF MINIMUMS/DEPARTURE PROCEDURE...TAKEOFF MINIMUMS: RWY 23: 1100-3 OR STANDARD WITH MINIMUM CLIMB OR 320 FT PER NM TO 1300. DEPARTURE PROCEDURE: RWY 05: CLIMB RUNWAY HEADING TO 800 PRIOR TURNING SOUTH. RWY 14: CLIMB RUNWAY HEADING TO 1000 PRIOR TO TURNING RIGHT.

### Jacksonville Intl

**FDC 8/7380** /JAX/ FI/P JACKSONVILLE INTL, JACKSONVILLE, FL. NDB RWY 31, ORIG-A...DELETE CRG VORTAC AND CRG VORTAC MINIMUM ALTITUDE FROM PROFILE VIEW. THIS IS NDB RWY 31, ORIG-B.

## GAINESVILLE

### Gainesville Regional

**FDC 8/7425** /GNV/ FI/P GAINESVILLE REGIONAL, GAINESVILLE, FL. NDB RWY 28, AMDT 8A...DELETE TERMINAL ROUTE GNV VORTAC TO GN LOM. THIS IS NDB RWY 28, AMDT 8B.

## KEYSTONE HEIGHTS

### Keystone Airpark

**FDC 7/7455** /42J/ FI/T KEYSTONE AIRPARK, KEYSTONE HEIGHTS, FL. VOR/DME OR GPS RWY 4, AMDT 1...ADD

NOTE: USE GAINESVILLE REGIONAL ALTIMETER SETTING.

## KEY WEST

### Key West Intl

**FDC 8/5327** /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. RADAR-1, AMDT 4...ASR 9 PROC NA.

**FDC 6/3348** /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. VOR OR GPS-B AMDT 10. VOR PORTION NOT AUTHORIZED.

**FDC 6/2975** /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. VOR/DME OR GPS RWY 27, AMDT 2...VOR/DME PORTION NA.

## LAKE CITY

### Lake City Muni

**FDC 8/3724** /LCQ/ FI/T LAKE CITY MUNI, LAKE CITY, FL. VOR/DME OR GPS-A, AMDT 3...VOR/DME PORTION NA.

**FDC 8/3723** /LCQ/ FI/T LAKE CITY MUNI, LAKE CITY, FL. GPS RWY 10, ORIG-A...S-10 MDA 720/HAT 519 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. GAINESVILLE ALSTG MNMS: S-10 MDA 820/HAT 619 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 820/HAA 619 ALL CATS, VIS CAT C 1 3/4.

## LAKELAND

### Lakeland Linder Regional

**FDC 6/4011** /LAL/ FI/T LAKELAND LINDER REGIONAL, LAKELAND, FL. VOR OR GPS RWY 27 AMDT 5...DME MNMS S-27 MDA 620 HAT 478 ALL CATS. CIRCLING CATS A/B/C MDA 620/HAA 478.

## MELBOURNE

### Melbourne Intl

**FDC 7/6345** /MLB/ FI/P MELBOURNE INTL, MELBOURNE, FL. ILS RWY 9R, AMDT 10...MISSED APPROACH: CLIMB TO 2000 VIA MLB VOR/DME R-091 TO CAPEN 5.2 DME/RADAR AND HOLD, HOLD E, LT, 271 INBOUND. THIS IS ILS RWY 9R, AMDT 10A.

## MIAMI

### Kendall-Tamiami Executive

**FDC 8/7164** /TMB/ BI/T KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. ILS RWY 9R AMDT 8...NDB OR GPS RWY 9R AMDT 1...CIRCLING CAT A/B/C MDA 500/HAA 490.

### Miami Intl

**FDC 8/3483** /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 27R, AMDT 13...S-ILS 27R VIS RVR 2400 ALL CATS. S-LOC 27R VIS CAT A/B RVR 2400, CAT C/D RVR 4000. THIS IS ILS RWY 27R, AMDT 13A.

**FDC 8/3482** /MIA/ FI/P MIAMI INTL, MIAMI, FL. GPS RWY 9R, ORIG...S-9R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D/E RVR 5000. THIS IS GPS RWY 9R, ORIG-A.

**FDC 8/3480** /MIA/ FI/P MIAMI INTL, MIAMI, FL. GPS RWY 27R, ORIG...S-27R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. THIS IS GPS RWY 27R, ORIG-A.

**FDC 8/3478** /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 9R, AMDT 8B...S-ILS 9R VIS RVR 2400 ALL CATS. S-LOC 9R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D/E RVR 5000. CHANGE VISIBILITY NOTE TO READ: FOR INOPERATIVE MALSR INCREASE S-ILS CAT E VISIBILITY TO RVR 4000 AND CAT E S-LOC TO 1 1/2. THIS IS ILS RWY 9R, AMDT 8C.

**FDC 8/3475** /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 9L, AMDT 28A...ADD NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 500 FT. THIS IS ILS RWY 9L, AMDT 28B.

**FDC 7/7154** /MIA/ FI/T MIAMI INTL, MIAMI, FL. NDB OR GPS RWY 27L, AMDT 18B. S-27 MDA 660/HAT 649 ALL CATS. VIS CAT C 1 3/4, CAT D 2. TDZE 11.00FT. TEMP CRANE 350 MSL 1.80 NM SE OF RWY 27L.

**FDC 7/4828** /MIA/ FI/T MIAMI INTL, MIAMI, FL. ILS RWY 12 AMDT 3A...S-LOC 12 MDA 560/HAT 549 ALL CATS. VIS CATS A/B RVR 5000, CAT C 1 1/2 CAT D 1 3/4. TEMP CRANE 306 MSL 3.52 NM NW OF RWY 12.

## NAPLES

### Naples Muni

**FDC 7/6696** /APF/ FI/T NAPLES MUNI, NAPLES, FL. TAKEOFF MINIMUMS...RWYS 5, 14, 32 STANDARD. NOTE: RWY 23, 132 AGL TEMP CRANES(3) 3183 FT DEPARTURE END OF RUNWAY ON CENTERLINE.

## OCALA

### Ocala Regional/Jim Taylor Field

**FDC 8/7426** /OCF/ FI/P OCALA REGIONAL/JIM TAYLOR FIELD, OCALA, FL. GPS RWY 18, ORIG...DELETE TERMINAL ROUTE GNV VORTAC TO CUFJO. THIS IS GPS RWY 18, ORIG-A.

## ORLANDO

### Kissimmee Muni

**FDC 8/3076** /ISM/ FI/P KISSIMMEE MUNI, ORLANDO, FL. NDB RWY 15, AMDT 9A...CIRCLING HAA 677 ALL CATS. VOR MNMS: CIRCLING HAA CAT A 497, CATS B/C 537, CAT D 557. DELETE NOTE: 800 WHEN USING ORLANDO INTL ALSTG. DELETE NOTE: IF LOCAL ALTM NOT RECEIVED USE ORLANDO INTL ALSTG AND INCREASE ALL MDAS 40 FT. THIS IS NDB RWY 15, AMDT 9B.

**FDC 8/3075** /ISM/ FI/P KISSIMMEE MUNI, ORLANDO, FL. VOR/DME RNAV OR GPS RWY 15, AMDT 5...CIRCLING HAA CAT A 497, CATS B/C 537, CAT D 557. DELETE NOTE: IF LOCAL ALTM NOT RECEIVED USE ORLANDO INTL ALSTG AND INCREASE ALL MDAS 20 FT. ADD: MSA 25 NM MAP WPT 2700. THIS IS VOR/DME RNAV OR GPS RWY 15, AMDT 5A.

### Orlando Intl

**FDC 8/6201** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. GPS RWY 36L, ORIG...S-36L MDA 500/HAT 407 ALL CATS. VIS CAT C RVR 6000. CIRCLING: MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 FT MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

**FDC 8/1017** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 18R, AMDT 5...VOR RWY 18R, AMDT 3...S-18R MDA 580/HAT 484 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANES 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17 AND 319 MSL CRANE 1.1 NM NORTH OF RWY 17.

**FDC 8/1016** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 18L AMDT 5...VOR RWY 18L, AMDT 3...S-18L MDA 580/HAT 484 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17 AND 319 MSL CRANE 1.1 NM NORTH OF RWY 17.

**FDC 8/0500** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME RNAV RWY 36L, ORIG...S-36L MDA 540/HAT 447 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIR-

CLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

**FDC 8/0499** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 36L, AMDT 4A...S-36L MDA 480/HAT 387 ALL CATS. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF ARPT, 3568 FT WEST OF RWY 17.

**FDC 8/0477** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. RADAR-1, AMDT 5A...S-36R MDA 480/HAT 388 ALL CATS. S-36L MDA 480/HAT 387 ALL CATS. S-17 MDA 620/HAT 530 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

**FDC 8/0467** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 36R, AMDT 9...S-36R MDA 480/HAT 388 ALL CATS. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

**FDC 6/2816** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. ILS RWY 36R, AMDT 5...ILS RWY 36R, AMDT 5/CAT II/. GLIDE SLOPE UNUSABLE BEYOND 10NM. MNM GLIDE SLOPE INTERCEPT ALTITUDE 3000/1600 WHEN AUTHORIZED BY ATC/. GLIDE SLOPE INTERCEPT AT FLOZY FIX, AND TRAMP FIX NOT AUTHORIZED.

### Orlando Sanford

**FDC 8/6023** /SFB/ FI/P ORLANDO SANFORD, ORLANDO, FL. THIS CORRECTS U.S. TERMINAL PROC, SE., VOL. 3 DATED 13 AUG 98...TAKE-OFF MINIMUMS AND DEP PROCS, PAGE C3, REF RWY 36...SHOULD READ...FLY RWY HEADING TO 2200 BEFORE PROCEEDING ON COURSE.

## ORMOND BEACH

### Ormond Beach Muni

**FDC 8/6457** /OMN/ FI/P ORMOND BEACH MUNI, ORMOND BEACH, FL. RADAR-1, AMDT 2A...DELETE CAT D MNMS (NA). THIS IS RADAR-1, AMDT 2B.

**FDC 8/3132** /OMN/ FI/P ORMOND BEACH MUNI, ORMOND BEACH, FL. VOR OR GPS RWY 17, AMDT 1...DME MINIMUMS: S-17 MDA 480/HAT 454 ALL CATS, CIRCLING CAT D MDA 680/HAA 652. THIS IS VOR OR GPS RWY 17, AMDT 1A.

## PAHOKEE

### Palm Beach County Glades

**FDC 8/3730** /PHK/ FI/P PALM BEACH COUNTY GLADES, PAHOKEE, FL. VOR OR GPS RWY 17, AMDT 8...CIRCLING CAT D MDA 700/HAA 682, VIS CAT D 2 1/4. THIS IS VOR OR GPS RWY 17, AMDT 8A.

## PALATKA

### Kay Larkin

**FDC 8/7427** /28J/ FI/P KAY LARKIN, PALATKA, FL. NDB OR GPS RWY 9, AMDT 1...DELETE TERMINAL ROUTE GNV VORTAC TO IAK NDB. THIS IS NDB OR GPS RWY 9, AMDT 1A.

## PENSACOLA

### Pensacola Regional

**FDC 8/7864** /PNS/ FI/T PENSACOLA REGIONAL, PENSACOLA, FL. NDB OR GPS RWY 35 AMDT 16A...MINIMUM FAF ALTITUDE 900 MSL. S-35 MINIMUMS NOT AUTHORIZED. CIRCLING CAT D MDA 720/HAA 599. ILS RWY 17 AMDT 13E. NDB OR GPS RWY 17 ORIG-B. CIRCLING CAT D MDA 720/HAA 599. RADAR 1 AMDT 3A...S-35 MDA 660/HAT 557 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. TEMP CRANE 410 FT MSL 1.9 NM S OF RWY 35.

## POMPANO BEACH

### Pompano Beach Airpark LOC/DME Ry 14

(I-PMP)EFFECTIVE 5 NOV 98 DME CMSND. CHANNEL 034Y.(09/98)

### Pompano Beach Airpark

**FDC 8/3118** /PMP/ FI/P POMPANO BEACH AIRPARK, POMPANO BEACH, FL. LOC RWY 14, ORIG-B...S-14 VIS CAT A/B 1. REMOVE PROFILE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY. THIS IS LOC RWY 14, ORIG-C.

## ST. PETERSBURG-CLEARWATER

### St. Petersburg-Clearwater Intl

**FDC 8/7058** /PIE/ FI/T ST. PETERSBURG-CLEARWATER INTL, ST. PETERSBURG-CLEARWATER, FL. LOC BC RWY 35R, AMDT 14A...RADAR REQUIRED. PROCEDURE TURN NOT AUTHORIZED.

**FDC 7/7118** /PIE/ FI/T ST. PETERSBURG-CLEARWATER INTL, ST. PETERSBURG-CLEARWATER, FL. VOR RWY 35R, ORIG...BLOOP INT/DME MINIMUMS: S-35R MDA 500/HAT 489 ALL CATS. TEMP CRANE 245 MSL 1.76 NM SSE OF RWY 35R.

## TALLAHASSEE

### Tallahassee Regional

**FDC 8/7628** /TLH/ FI/T TALLAHASSEE REGIONAL, TALLAHASSEE, FL. ILS RWY 27, AMDT 6...DISREGARD NOTE: PROCEDURE NA WHEN CONTROL TOWER CLOSED (CAT I ONLY).

## TAMPA

### Peter O'Knight

**FDC 8/3614** /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. NDB OR GPS RWY 3, AMDT 10A...S-3 MDA 700/HAT 692 ALL CATS. VIS CAT C 2. CIRCLING CAT A/B MDA 700/HAA 692, CAT C MDA 1000/HAA 992. VIS CAT C 3. CHART: 380 FT MSL, 365 FT AGL CRANE 275627.07N/0822714.34W (98-ASO-3612-OE) 1.2 NM NNW OF RWY 17. THIS IS NDB OR GPS RWY 3, AMDT 10B.

**FDC 8/3613** /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. NDB OR GPS-A, ORIG...CIRCLING CAT A/B MDA 920/HAA 912, CAT C MDA 1000/HAA 992, VIS CAT C 3. THIS IS NDB OR GPS-A, ORIG-A.

**FDC 8/3612** /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. RADAR-1, AMDT 4...CIRCLING CAT C MDA 1000/HAA 992, VIS 3. THIS IS RADAR-1, AMDT 4A.

### Tampa Intl

**FDC 7/1363** /TPA/ FI/T TAMPA INTL, TAMPA, FL. EFFECT WHEN ATC ADVISED CRANE IS DOWN. ILS RWY 18L AMDT 38E...ILS RWY 18R AMDT 3...NDB OR GPS RWY 18L AMDT 32A...NDB OR GPS RWY 36L AMDT 13B...CIRCLING MDA 620/HAA 593 ALL CATS. ILS RWY 36L AMDT 15...CIRCLING CATS A/B/C/D MDA 620 HAA 593. VOR OR GPS RWY 9 AMDT 7B...DME MINIMA-CIRCLING MDA 620/HAA 593 ALL CATS. GPS RWY 36R...CIRCLING CAT A MDA 620/HAA 593. RADAR-1 AMDT 11...S-27 MDA 620/HAT 553 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 620/HAA 593 ALL CATS. TEMP CRANE 316 MSL 3876 FT ENE OR RWY 27.

## TALLAHASSEE

### Vandenberg

**FDC 8/7089** /X16/ FI/T VANDENBERG, TAMPA, FL. GPS RWY 23 ORIG...STRAIGHT-IN MINIMUMS NA AT NIGHT.

## GEORGIA

### ATLANTA

#### Dekalb-Peachtree

**FDC 8/2776** /PDK/ FI/T DEKALB-PEACHTREE, ATLANTA, GA. ILS RWY 20L, AMDT 7A...CIRCLING: MDA 1540/HAA 538 CATS A/B/C. FULTON COUNTY ARPT-BROWN FIELD ALSTG MNMS. S-LOC 20L: MDA 1540/HAT 549 ALL CATS. CIRCLING: MDA 1600/HAA 598 ALL CATS. VOR/DME OR GPS RWY 20L, AMDT 1A...S-20L MDA 1540/HAT 549 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 1540/HAA 538 CATS A/B/C. FULTON COUNTY ARPT-BROWN FIELD ALSTG MNMS. S-20L MDA 1600/HAT 609 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 1600/HAA 598. VIS CAT C 1 3/4. VOR/DME OR GPS RWY 27, AMDT 1A...S-27L MDA 1520/HAT 518 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 1540/HAA 538 CATS A/B/C. FULTON COUNTY ARPT-BROWN FIELD ALSTG MNMS: S-27L MDA 1580/HAT 578 ALL CATS. CIRCLING: MDA 1600/HAA 598 ALL CATS. TAKE-OFF MNMS: RWY 02R 300-1 OR STANDARD WITH MINIMUM CLIMB OF 230 FT PER NM TO 1300. TEMP CRANE 1230 FT MSL (335403.36N/0841655.72W) 1.3 NM NE RWY 20L.

#### Peachtree City-Falcon Field

**FDC 8/1994** /FFC/ FI/T PEACHTREE CITY-FALCON FIELD, ATLANTA, GA. VOR/DME RNAV OR GPS RWY 31, ORIG-B...VOR/DME RNAV PORTION NOT AUTHORIZED.

## AUGUSTA

### Bush Field

**FDC 7/6202** /AGS/ FI/T BUSH FIELD, AUGUSTA, GA. ILS RWY 35, AMDT 25A...NDB OR GPS RWY 35, AMDT 27...PROC TURN COMPLETION MINIMUM ALTITUDE 1800.

## BRUNSWICK

### Malcolm McKinnon

**FDC 8/3610** /SSI/ FI/P MALCOLM MCKINON, BRUNSWICK, GA. NDB RWY 4, ORIG...S-4 MDA 940/HAT 924 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING: MDA 940/HAA 920 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. JACKSONVILLE ALSTG MNMS: S-4 MDA 1040/HAT 1024 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING: MDA 1040/HAT 1020 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CHART: 530 CRANES 310706/812903 (4.66 NM SOUTH-WEST OF RWY 4 THLD). THIS IS NDB RWY 4, ORIG-A.

## COVINGTON

### Covington Muni

**FDC 8/2483** /9A1/ FI/T COVINGTON-MUNI, COVINGTON, GA. NDB RWY 28, AMDT 1...S-28 MDA 1600/HAT 811 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. CIRCLING: MDA 1600/HAA 805 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. GPS RWY 28, ORIG...S-28 MDA 1540/HAT 751 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING: MDA 1600/HAA 805 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. VOR/DME OR GPS RWY 10, AMDT 3. S-10 MDA 1320/HAT 525 ALL

CATS. CIRCLING: MDA 1600/HAA 805 ALL CATS. VIS CAT C 2 1/4, CAT D 1/2. TAKE-OFF MINIMUMS: RWY 10 500-1 OR STANDARD WITH MINIMUM CLIMB OF 510 FT PER NM TO 1400. TEMP CRANE 1235 FT MSL (333726.03N/0834923.93W) 1 NM E RWY 28.

**FDC 8/1993** /9A1/ FI/T COVINGTON MUNI, COVINGTON, GA. VOR/DME OR GPS RWY 10, AMDT 3...VOR/DME PORTION NOT AUTHORIZED.

## HAMPTON

### Clayton County-Tara Field

**FDC 7/1657** /4A7/ FI/T CLAYTON COUNTY-TARA FIELD, HAMPTON, GA. GPS RWY 24, ORIG...LOCAL ALTIMETER SETTING MINIMUMS NA. ATLANTA ALTIMETER SETTING MINIMUMS: S-24 MDA 1540/HAT 667 ALL CATS. VSBY CAT C 1 3/4, CAT D 2. CIRCLING MDA 1540/HAA 667 ALL CATS.

## JASPER

### Pickens County

**FDC 6/8705** /JZP/ FI/T PICKENS COUNTY, JASPER, GA. NDB RWY 34 AMDT 1...PROC NA.

## LAWRENCEVILLE

### Gwinnett County-Briscoe Field

**FDC 8/2578** /LZU/ FI/T GWINNETT COUNTY-BRISCOE FIELD, LAWRENCEVILLE, GA. GPS-A ORIG...CIRCLING: MDA 1640/HAA 579 CATS A/B/C. 1340 MSL TOWER (335750.00N, 0835828.00W) 1 NM S RWY 7 THLD.

**FDC 8/2577** /LZU/ FI/T GWINNETT COUNTY-BRISCOE FIELD, LAWRENCEVILLE, GA. VOR/DME OR GPS RWY 7, AMDT 1A...S-7 MDA 1660/HAT 598 ALL CATS. CIRCLING: MDA 1660/HAA 599 CATS A/B/C. 1399 MSL ANTENNA (335639.21N/0835740.42W) 1.9 NM S RWY 7 THLD.

## MACON

### Middle Georgia Regional

**FDC 8/4415** /MCN/ FI/T MIDDLE GEORGIA REGIONAL, MACON, GA. GPS RWY 31, ORIG...S-31: MDA 800/HAT 448 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. TEMP CRANE 510 MSL 3 NM SE OF RWY 31.

## MONROE

### Monroe-Walton County

**FDC 8/6770** /D73/ FI/T MONROE-WALTON COUNTY, MONROE, GA. IFR DEPARTURE PROCEDURE...RWY 3 CLIMB RUNWAY HEADING TO 1700 BEFORE TURNING RIGHT.

## MOULTRIE

### Moultrie Muni

**FDC 8/0998** /MGR/ FI/T MOULTRIE MUNI, MOULTRIE, GA. TAKE-OFF MINIMUMS: RWY 34: 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 370 FT PER NM TO 500. TAKE-OFF OBSTACLE 425 FT MSL TOWER 1900 FT FROM DEPARTURE END OF RUNWAY 600 FT RIGHT OF CENTERLINE.

## PINE MOUNTAIN

### Callaway Gardens-Harris County

**FDC 8/6260** /PIM/ FI/T CALLAWAY GARDENS-HARRIS COUNTY, PINE MOUNTAIN, GA. NDB OR GPS RWY 9, AMDT 7. TERMINAL ROUTE GRANT INT TO PINE MOUNTAIN (PIM) NDB NA.

**FDC 8/4166** /PIM/ FI/T CALLAWAY GARDENS-HARRIS COUNTY, PINE MOUNTAIN, GA. VOR OR GPS-A, AMDT 3...GPS PORTION NA.

## ROME

### Richard B. Russell

**FDC 8/3984** /RMG/ FI/T RICHARD B. RUSSELL, ROME, GA. ILS/DME RWY 1, ORIG...S-ILS 1 VIS ALL CATS 3/4. S-LOC-1 VIS CATS A/B/C 1, CAT D 1 1/4. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS-1. INOPERATIVE TABLE DOES NOT APPLY TO S-LOC-A.

## SAVANNAH

### Savannah Intl

**FDC 8/7910** /SAV/ FI/T SAVANNAH INTL, SAVANNAH, GA. RADAR-1 AMDT 8A...S-ASR 36 MDA 500/HAT 460 ALL CATS. VIS CAT C 3/4. CIRCLING CAT E MDA 900/HAA 849. VIS CAT E 3. DELETE NOTE: S-36 CATEGORY D VISIBILITY INCREASED 1/4 MILE AND CATEGORY E VISIBILITY 1/2 MILE FOR INOP MALSR. ADD NOTE: FOR INOP MALSR INCREASE S-36 CAT E VSBY TO 1 1/2. 195 MSL TOWER 3.26 NM SOUTH RWY 36 THLD.

**FDC 8/7908** /SAV/ FI/T SAVANNAH INTL, SAVANNAH, GA. ILS RWY 36 AMDT 6B...S-LOC 36 MDA 500/HAT 460 ALL CATS. VIS CAT C 3/4. VIS CAT D 1. 195 MSL TOWER 3.26 NM SOUTH RWY 36 THLD.

**FDC 8/7845** /SAV/ FI/P SAVANNAH INTL, SAVANNAH, GA. MLS RWY 27, ORIG...CIRCLING CAT D MDA 700/HAA 649. THIS IS MLS RWY 27, ORIG-A.

## THOMASTON

### Thomaston-Upson County

**FDC 8/7514** /OPN/ FI/P THOMASTON-UPSON COUNTY, THOMASTON, GA. LOC RWY 30 ORIG...S-30 VIS CATS A/B/C 3/4. DELETE NOTE: IF LOCAL ALSTG NOT RECEIVED, USE MACON ALSTG AND INCR ALL MDA'S 160 FT. DELETE NOTE: INOP TABLE DOES NOT APPLY. THIS IS LOC RWY 30 ORIG-A.

**FDC 8/7513** /OPN/ FI/P THOMASTON-UPSON COUNTY, THOMASTON, GA. NDB OR GPS RWY 30 ORIG...S-30 VIS CATS A/B 3/4. DELETE NOTE: IF LOCAL ALSTG NOT RECEIVED, USE MACON ALSTG AND INCR ALL MDA'S 160 FT. CHANGE NOTE: INOP TABLE DOES NOT APPLY TO CAT C. THIS IS NDB OR GPS RWY 30 ORIG-A.

## TIFTON

### Henry Tift Myers

AWOS-3 CMSND. FREQ 118.525.(11/98)

## HAWAII

## HONOLULU

### Honolulu Intl

**FDC 7/7534** /HNL/ FI/T HONOLULU INTL, HONOLULU, HI. ILS RWY 4R AMDT 1A...VOR OR TACAN OR GPS RWY 4R ORIG-A...VOR OR TACAN OR GPS-A...DME OR RADAR REQUIRED.

**FDC 6/3035** /HNL/ FI/T HONOLULU INTL, HONOLULU, HI. IFR TKOF MNMS AND DEP PROC...CHANGE TKOF MNMS FOR RWY 8R TO READ 500-2 OR STANDARD WITH A MNM CLIMB OF 250 FT PER NM TO 1000.

## KAHULUI

### Kahului

**FDC 7/7104** /OGG/ FI/T KAHULUI, KAHULUI, HI. ILS RWY 2 AMDT 22B...HARPO INT /IAF/: FIXED BY THE

LANAI/LNY/VORTAC RADIAL 095 AND THE 185 BEARING FROM VALLEY ISLAND/VYI/NDB. KEIKI INT/IAF: FIXED BY THE LANAI/LNY/VORTAC RADIAL 095 AND THE 218 BEARING FROM VALLEY ISLAND/VYI/NDB.

**FDC 7/3639** /OGG/ FI/T KAHULUI, KAHULUI, HI. NDB RWY 20 AMDT 10...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD CAT D 800-2 1/4. NA WHEN CONTROL TOWER CLOSED.

**FDC 7/2839** /OGG/ FI/T KAHULUI, KAHULUI, HI. ILS RWY 2 AMDT 22B...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD\*. \*ILS CAT D 700-2, CAT E 1200-3, LOC CAT E 1200-3. #NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 7/2838** /OGG/ FI/T KAHULUI, KAHULUI, HI. VOR/DME OR TACAN OR GPS RWY 20 AMDT 8...VOR RWY 20 AMDT 12...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 7/2837** /OGG/ FI/T KAHULUI, KAHULUI, HI. LOC/DME BC RWY 20 AMDT 12...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED.

**FDC 7/2836** /OGG/ FI/T KAHULUI, KAHULUI, HI. NDB/DME OR GPS RWY 2 AMDT 1B...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED.

## KAILUA-KONA

### Keahole-Kona Intl

**FDC 8/7280** /KOA/ FI/T KEAHOLE-KONA INTL, KAILUA-KONA, HI. ILS/DME RWY 17 AMDT 9... LOC BC RWY 35 AMDT 8...VOR OR TACAN OR GPS RWY 17 AMDT 3...DME OR RADAR REQUIRED.

**FDC 8/7279** /KOA/ FI/T KEAHOLE-KONA INTL, KAILUA-KONA, HI. LOC RWY 17 AMDT 6...DME OR RADAR REQUIRED.

**FDC 7/2879** /KOA/ FI/T KEAHOLE-KONA INTL, KAILUA-KONA, HI. ILS/DME RWY 17, AMDT 9...LOC RWY 17, AMDT 6...LOC BC RWY 35, AMDT 8...VOR/DME TACAN OR GPS RWY 17, AMDT 3...VOR OR TACAN OR GPS RWY 35, AMDT 6...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROCEDURE NOT AUTHORIZED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTERNATE MINS: STANDARD\* \*NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

## LANAI

### Lanai City

**FDC 6/1356** /LNY/ FI/T LANAI, LANAI, HI. VOR OR TACAN OR GPS-A AMDT 5...BOYYR INT AND GRAMY INT: DME REQUIRED.

**FDC 6/1354** /LNY/ FI/T LANAI, LANAI, HI. VOR OR TACAN OR GPS RWY 3 AMDT 6A...GRAMY INT: DME REQUIRED.

## LIHUE

### Lihue

**FDC 7/6789** /LIH/ FI/T LIHUE, LIHUE, HI. TAKE-OFF MINIMUMS: RWY 21...NA. DEPARTURE PROC: RWY 21...NA. SPECIAL DEPARTURE PROC: RWY 21...NA.

## WAHIAWA

### Wheeler AAF

**FDC 7/8293** /HHI/ FI/T WHEELER AAF, WAHIAWA, HI. IWOHI ONE DEPARTURE...CROSS IWOHI INT AT OR ABOVE 4500.

## IDAHO

## BOISE

### Boise Air Terminal/Gowen Field

**FDC 8/3261** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI-VOR/DME OR TACAN RWY 28L, AMDT 2...ARPT ELEV 2868. RWY 28R TDZE 2868. SIDESTEP RWY 28R: CAT C MDA 3360 VIS 1 1/2 HAT 492, CAT C/E MDA 3360 VIS 2 HAT 492. CIRCLING CAT C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

**FDC 8/0310** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. GPS RWY 28L, ORIG...PROC NA.

**FDC 7/7806** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI-LOC/DME BC RWY 28L, AMDT 2...ARPT ELEV 2868. RWY 28R, TDZE 2868. SIDESTEP RWY 28R: CAT C MDA 3300 VIS 1 1/2 HAT 432, CAT D/E MDA 3300 VIS 2/HAT 432. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

**FDC 7/7805** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. LOC BC RWY 28L, ORIG...ARPT ELEV 2868. RWY 28R TDZE 2868. SIDESTEP RWY 28R: CAT A/B MDA 3300 VIS 1 HAT 432, CAT C MDA 3300 VIS 1 1/2 HAT 432, CAT D/E MDA 3300 VIS 2/HAT 432. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

**FDC 7/7803** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI ILS RWY 10R, AMDT 2. ARPT ELEV 2868. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

**FDC 7/7802** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI-VOR/DME OR TACAN RWY 10R, ORIG...ARPT ELEV 2868. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

**FDC 7/7801** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. GPS RWY 10L, ORIG. ARPT ELEV 2868. CIRCLING CAT A MDA 3220/HAA 352, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

**FDC 7/7800** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. ILS RWY 10R, AMDT 8B. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

**FDC 7/7799** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. MLS RWY 28L, ORIG. CIRCLING: CAT A/B/C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

**FDC 7/7798** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. NDB RWY 10R, AMDT 27. CIRCLING:

CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

**FDC 7/7797** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR/DME OR GPS RWY 10R, ORIG. CIRCLING; CAT A MDA 3300/HAA 432, CAT B/C 3320/HAA 452, CAT D MDA 3420/HAA 552.

**FDC 7/7796** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR RWY 10R, ORIG. CIRCLING; CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

**FDC 7/7795** /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR/DME OR TACAN RWY 28L, AMDT 1A. ARPT ELEV 2868. RWY 28R, TDZE 2868. SIDE-STEP RWY 28R: CAT A/B MDA 3360 VIS 1 HAT 492, CAT C MDA 3360 VIS 1 1/2 HAT 492, CAT D/E MDA 3360 VIS 2 HAT 492. CIRCLING: CAT A/B/C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812

## DRIGGS

### Teton Peaks/Driggs Muni

**FDC 8/5100** /U59/ FI/P TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. GPS-A, ORIG...CHANGE MISSED APPROACH INSTRUCTIONS TO 'CLIMBING RIGHT TURN TO 10000 DIRECT PIKEQ WP AND HOLD.' THIS IS GPS-A, ORIG-A.

**FDC 8/4388** /U59/ FI/T TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. IFR DEPARTURE PROC ORIG...GPS REQUIRED. SELECT 1 NM RECEIVER SENSITIVITY, RWY 03, CLIMB VIA 033 COURSE TO EXDUH WP AND 308 COURSE TO LAMON WP, THEN: RWY 21, CLIMB VIA 213 COURSE TO ETREQ WP AND 328 COURSE TO LAMON WP, THEN: WESTBOUND CONTINUE CLIMB TO 9000 VIA V-298 TO DBS VORTAC BEFORE PROCEEDING ON COURSE, EASTBOUND CONTINUE CLIMB IN LAMON WP HOLDING PATTERN (W, RIGHT TURN, 085 IN-BOUND) TO 13000. THEN CONTINUE CLIMB TO MEA VIA V-298 TO DNW VORTAC BEFORE PROCEEDING ON COURSE.

**FDC 7/8386** /U59/ FI/T TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. GPS-A ORIG...ATTN GARMIN GPS RECEIVER OWNERS: THE DATA BASE IN GARMIN RECEIVERS IDENTIFIES THE GPS INSTRUMENT APCH PROC AT TETON PEAKS/DRIGGS MUNI AS "GPS RW21" INSTEAD OF THE PUBLISHED GPS-A PROC. THIS IS A GARMIN DATA BASE NAMING DIFFERENCE ONLY. WHEN THE GPS RW21 APCH IS SELECTED, PILOTS MUST USE THE PUBLISHED GPS-A APCH CHART AND REFER TO IT AS THE GPS-A APCH IN ALL COMMUNICATIONS WITH APCH CONTROL.

## HAILEY

### Friedman Memorial

**FDC 8/6961** /SUN/ FI/T FRIEDMAN MEMORIAL, HAILEY, ID. NDB/DME OR GPS-A ORIG-A...ADD NOTE: OCCASIONAL ADF NEEDLE SWINGS AWAY FROM THE FINAL APPROACH COURSE ARE TO BE EXPECTED NORTH OF MISSED APPROACH POINT.

**FDC 8/3301** /SUN/ FI/P FRIEDMAN MEMORIAL, HAILEY, ID. GPS RWY 31, ORIG...DELETE NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 31, ORIG-A.

**FDC 7/1403** /SUN/ FI/T FRIEDMAN MEMORIAL, HAILEY, ID. NDB/DME OR GPS-A, ORIG-A...REMOVE 'NOPT' FROM KINZE /IAF/ R-007/16.2.

## LEWISTON

### Lewiston-Nez Perce County

**FDC 8/1152** /LWS/ FI/T LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. ILS RWY 26, AMDT 11...AUTO-PILOT COUPLED APPROACHES NA BLW 2320 MSL.

## ILLINOIS

## BELLEVILLE

### Scott AFB/Midamerica

**FDC 8/6934** /BLV/ FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. HI-ILS RWY 14R, ORIG...S-LOC 14R MDA 1040/HAT 587 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4 CAT E 2. THIS IS HI-ILS RWY 14R, AMDT 1.

## CHICAGO

### Chicago Midway

**FDC 8/7918** /MDW/ FI/T CHICAGO MIDWAY, CHICAGO, IL. TAKEOFF MINIMUMS...RWY 13R: 300-1 OR STD WITH MINIMUM CLIMB OF 310 FEET PER NM TO 900 FEET. TEMPORARY CRANE 764 MSL 2776 FEET SE OF DEPARTURE END OF RWY.

## CHICAGO/PROSPECT HEIGHTS/WHEELING

### Palwaukee Muni

**FDC 8/7661** /PWK/ FI/T PALWAUKEE MUNI, CHICAGO/PROSPECT HEIGHTS/WHEELING, IL. ILS RWY 16 ORIG-A...VOR RWY 16 ORIG-A...GPS RWY 16 ORIG...CIRCLING MDA 1280/HAA 633 CAT D. TEMP CRANE 922 FT MSL 1.9NM N OF RWY 16.

## DANVILLE

### Vermilion County

**FDC 8/7873** /DNV/ FI/T VERMILION COUNTY, DANVILLE, IL. VOR/DME RNAV OR GPS RWY 34, AMDT 4...DLT LAFAYETTE ALSTG MNMS. DLT NOTE: USE DANVILLE ALSTG, WHEN NOT AVBL EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE LAFAYETTE ALSTG. DLT: ASTERISK AT STEPDOWN FIX ALTITUDE DLT PROFILE NOTE: ASTERISK 1540 WHEN USING LAFAYETTE ALSTG. ADD: ALTERNATE MINIMUMS STANDARD.

## GIBSON CITY

### Schertz Field

**FDC 8/4406** /C34/ FI/T SCHERTZ FIELD, GIBSON CITY, IL. VOR OR GPS-A, AMDT 3...DEPARTURE PROCEDURES/TAKEOFF MINIMUMS RWY 18: 300-1 OR STANDARD WITH MINIMUM CLIMB OF 280 FT PER NM TO 1100. GRAIN ELEVATOR 972 MSL.

## INDIANA

## FORT WAYNE

### Smith Field

**FDC 8/6061** /SMD/ FI/T SMITH FIELD, FORT WAYNE, IN. VOR OR GPS RWY 13, AMDT 8...MISSED APPROACH: CLIMB TO 1900, THEN CLIMBING LEFT TURN TO 2600 DIRECT OLK VOR AND HOLD.

**FDC 8/4315** /SMD/ FI/T SMITH FIELD, FORT WAYNE, IN. VOR OR GPS RWY 13, AMDT 8...S-13: MDA 1380/HAT 546 ALL CATS, VIS CAT C 1 1/2. CHANGE NOTE TO READ: OBTAIN LOCAL ALTIMETER SETTING ON CTAF;

WHEN NOT RECEIVED, USE FORT WAYNE INTL ALTIMETER SETTING.

## INDIANAPOLIS

### Indianapolis Intl

**FDC 8/6878** /IND/ INDIANAPOLIS INTL, INDIANAPOLIS, IN. RADAR-1, AMDT 31...S-ASR-14, NA. S-ASR-32, NA.

**FDC 8/4191** /IND/ FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5R, AMDT 1...ILSRWY 5R (CAT II), AMDT 1...ILS RWY 5R (CAT III) AMDT 1...TERMINAL ROUTE SHB VORTAC TO OQ LOM NA.

**FDC 7/7001** /IND/ FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5L, ORIG...LOC S-5L MDA 1300/HAT 552 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA CAT A 1300/HAA 503, CATS B,C MDA 1320/HAA 523. NDB RWY 5L, ORIG...S-5L MDA 1340/HAT 592 ALL CATS. CIRCLING MDA CATS A,B,C 1340/HAA 543. ILS RWY 5R, AMDT 1. ILS RWY 14, AMDT 4. ILS RWY 23L, AMDT 1. ILS RWY 23R, ORIG. ILS RWY 32, AMDT 17A. VOR OR GPS RWY 14, AMDT 25. NDB OR GPS RWY 5R, AMDT 1. NDB OR GPS RWY 23L, AMDT 1. NDB OR GPS RWY 32, AMDT 14...CIRCLING CATS B,C MDA 1320/HAA 523.

## VALPARAISO

### Porter County Muni

**FDC 7/8114** /VPZ/ FI/T PORTER COUNTY MUNI, VALPARAISO, IN. RNAV OR GPS RWY 9, AMDT 2A...DELETE NOTE: OBTAIN LOCAL ALSTG CTAF; WHEN NOT AVAILABLE, USE SOUTH BEND ALSTG MNMS. DELETE SOUTH BEND ALSTG MNMS. ALTERNATE MNM: STANDARD.

## IOWA

## ANKENY

### Ankeny Rgnl

**FDC 8/7104** /IKV/ FI/T ANKENY REGIONAL, ANKENY, IA. GPS RWY 36, ORIG...S-36 MNMS NA.

## BURLINGTON

### Burlington Regional

**FDC 8/5688** /BRL/ FI/T BURLINGTON REGIONAL, BURLINGTON, IA. ILS RWY 36, AMDT 9C...S-ILS 36 DH 944/HAT 250 ALL CATS. VIS CAT D 3/4.

## DES MOINES

### Des Moines Intl

**FDC 8/3484** /DSM/ FI/T DES MOINES INTL, DES MOINES, IA. LOC RWY 5, AMDT 1...S-5 MDA 1360/HAT 424 ALL CATS.

**FDC 8/0300** /DSM/ FI/T DES MOINES INTL, DES MOINES, IA. HI-ILS RWY 31R, AMDT 5...S-ILS 31R VIS CAT C AND D, RVR 1800. (MILITARY ONLY)

## DUBUQUE

### Dubuque Regional

**FDC 8/0657** /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. NDB OR GPS RWY 31, AMDT 8B...S-31 CATS A-B VIS 5000.

**FDC 8/0656** /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. VOR RWY 31, AMDT 11B...S-31 VIS CATS A-B 5000. DME MINIMUMS, S-31 VIS CATS A-B 5000, CAT C 6000.

**FDC 8/0655** /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. ILS RWY 31, AMDT 10C...S-ILS 31 VIS ALL CATS 2400. S-LOC 31 VIS CATS A-B 2400, CAT C 4000, CAT D 5000.

## FOREST CITY

### Forest City Muni

**FDC 8/2110** /FXV/ FI/T FOREST CITY MUNI, FOREST CITY, IA. VOR/DME OR GPS-A, AMDT 2B...VOR/DME RNAV OR GPS RWY 33, ORIG-A...NDB RWY 33, ORIG-B...CIRCLING MDA 2080/HAA 850 CAT D, VSBY 2-3/4 CAT D.

## MAQUOKETA

### Maquoketa Muni

**FDC 8/5958** /OQW/ FI/T MAQUOKETA MUNI, MAQUOKETA, IA. NDB OR GPS RWY 15, AMDT 2B...S-15 MDA 1720/HAT 951 CATS A/B. VIS CAT B 1 1/2. CIRCLING CATS A/B MDA 1720/HAA 951. VIS CAT B 1 1/2.

**FDC 7/4612** /OQW/ FI/T MAQUOKETA MUNI, MAQUOKETA, IA. RNAV OR GPS RWY 33, ORIG-A...DELETE LOCAL ALTIMETER SETTING MNMS. CHANGE NOTE TO READ: USE DUBUQUE ALTIMETER SETTING, IF NOT RECEIVED PROC NA.

## MOUNT PLEASANT

### Mount Pleasant Muni

**FDC 8/1719** /MPZ/ FI/T MOUNT PLEASANT MUNI, MOUNT PLEASANT, IA. TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES, ORIG...ADD RWY 33: 500-2 OR STANDARD WITH MINIMUM CLIMB OF 280 FT PER NM TO 1400.

## MUSCATINE

### Muscatine Muni

**FDC 7/4790** /MUT/ FI/T MUSCATINE MUNI, MUSCATINE, IA. NDB OR GPS RWY 6, AMDT 12B...S-6 MDA 1400/852 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 1400/HAA 852 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MNMS CATS A AND B 900-2, CAT C 900-2 1/2, CAT D 900 2/3/4.

## RED OAK

### Red Oak Muni

**FDC 8/2461** /RDK/ FI/T RED OAK MUNI, RED OAK, IA. VOR/DME OR GPS-A, AMDT 4...CIRCLING MDA 1660/HAA 616 CAT A, MDA 1740/HAA 696 CAT B.

## KANSAS

## BURLINGTON

### Coffey County

**FDC 8/1662** /UKL/ FI/T COFFEY COUNTY, BURLINGTON, KS. NDB OR GPS RWY 36, AMDT 1...S-36 MDA 1840/HAT 668 ALL CATS. CIRCLING MDA 1840/HAA 667 ALL CATS. EMPORIA ALST MNMS: S-36 MDA 1920/HAT 748 ALL CATS, VIS CAT C 2 1/4. CIRCLING MDA 1920/HAA 747 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4.

## CONCORDIA

### Blosser Muni

**FDC 8/5543** /CNK/ FI/T BLOSSER MUNI, CONCORDIA, KS. NDB OR GPS RWY 17, AMDT 1A...S-17 MDA 2220/HAT 738 ALL CATS, VIS CAT C 2. CIRCLING MDA 2220/HAA 734 ALL CATS, VIS CAT C 2. TERMINAL ROUTE: TKO VORTAC TO CNK NDB MIN ALT 3200.



## HUTCHINSON

### Hutchinson Muni

**FDC 7/7981** /HUT/ FI/T HUTCHINSON MUNI, HUTCHINSON, KS. VOR OR GPS RWY 3, AMDT 18B...CHANGE MISSED APPROACH TO READ: CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD. HOLD SW HUT VOR/DME LT 033 INBOUND 3100 FT IN LIEU OF PT (IAF) MINIMUM ALTITUDE AT HUT 3000 (FAF).

**FDC 7/7960** /HUT/ FI/T HUTCHINSON MUNI, HUTCHINSON, KS. ILS RWY 13, AMDT 15A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD. LOC BC RWY 31, AMDT 13A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD. VOR/DME RWY 21, AMDT 5B...CHANGE MISSED APPROACH TO READ: CLIMB TO 3100 DIRECT HUT VOR/DME AND HOLD. NDB OR GPS RWY 13, AMDT 14B...CHANGE MISSED APPROACH TO READ: CLIMBING RIGHT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD.

## MANHATTAN

### Manhattan Regional

**FDC 7/7587** /MHK/ FI/T MANHATTAN REGIONAL, MANHATTAN, KS. ILS RWY 3, AMDT 6A...VOR/DME OR GPS-F, ORIG-A...VOR-H, AMDT 14A...CIRCLING MDA 1760/HAA 704 CAT D, VIS CAT D 2 1/4. VOR OR GPS RWY 3, AMDT 17A...DME MNMS: CIRCLING MDA 1760/HAA 704 CAT D, VIS CAT D 2 1/4.

## NEWTON

### Newton-City-County

**FDC 8/5469** /EWK/ FI/T NEWTON-CITY-COUNTY, NEWTON, KS. ILS RWY 17, AMDT 2B...CIRCLING MDA 2000/HAA 467 CAT A/B/C, MDA 2100/HAA 567 CAT D. ADD NOTE ADF REQUIRED. NDB RWY 35, AMDT 2A...S-35 MDA 1960/HAT 433 ALL CATS, VIS CAT D 1 1/2. CIRCLING MDA 2000/HAA 467 CAT A/B/C. MDA 2100/HAA 567 CAT D. VOR/DME OR GPS-A, ORIG-A...CIRCLING MDA 2000/HAA 467 CAT A/B/C. MDA 2100/HAA 567 CAT D. NDB OR GPS RWY 17, AMDT 3A...CIRCLING HAA 487 CAT A/B/C. MDA 2100/HAA 567 CAT D.

## OLATHE

### Olathe/Johnson County Executive

**FDC 8/1373** /OJC/ FI/T OLATHE/JOHNSON COUNTY EXECUTIVE, OLATHE, KS. LOC RWY 18, AMDT 6A...CIRCLING MDA 1540/HAA 444 CAT A. KANSAS CITY DOWNTOWN ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1640/HAA 544 ALL CATS. VOR RWY 36, AMDT 10A...DME MINIMUMS: CIRCLING MDA 1540/HAA 444 CAT A. NDB OR GPS RWY 18, AMDT 3B...CIRCLING MDA 1540/HAA 444 CAT A. KANSAS CITY DOWNTOWN ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1640/HAA 544 ALL CATS.

## PHILLIPSBURG

### Phillipsburg Muni

**FDC 8/6039** /PHG/ FI/T PHILLIPSBURG MUNI, PHILLIPSBURG, KS. NDB OR GPS RWY 31, AMDT 6A...STRAIGHT IN MNMS NA.

## SALINA

### Salina Muni

**FDC 8/2533** /SLN/ FI/T SALINA MUNI, SALINA, KS. VOR OR GPS RWY 17, ORIG-A...ADD NOTE: ADF REQUIRED.

## SMITH CENTER

### Smith Center Muni

**FDC 8/5631** /K82/ FI/T SMITH CENTER MUNI, SMITH CENTER, KS. VOR/DME OR GPS-A, AMDT 1A...PROC NA.

## TOPEKA

### Forbes Field

**FDC 8/1262** /FOE/ FI/T FORBES FIELD, TOPEKA, KS. VOR/DME OR TACAN OR GPS RWY 21, AMDT 6A...S-21 MDA 1440/HAT 393 ALL CATS. PHILLIP BILLARD ALSTG MNMS: S-21 MDA 1500/HAT 453 ALL CATS.

**FDC 7/7454** /FOE/ FI/T FORBES FIELD, TOPEKA, KS. NDB OR GPS RWY 13, AMDT 5A...NDB PORTION NA.

### Phillip Billard Muni

**FDC 8/1550** /TOP/ FI/T PHILIP BILLARD MUNI, TOPEKA, KS. LOC BC RWY 31, AMDT 18...PROC NA.

## WICHITA

### Colonel James Jabara

**FDC 8/7048** /AAO/ FI/P COLONEL JAMES JABARA, WICHITA, KS. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL 2 OF 3, DATED 8 OCT 1998, PAGE 359, GPS RWY 18, ORIG. PLAN VIEW: REMOVE (IAF) FROM CAWBU/ICT 21 DME. PROFILE VIEW: CHANGE FAF SPELLING TO DODJU VICE DODJE.

**FDC 8/7047** /AAO/ FI/P COLONEL JAMES JABARA, WICHITA, KS. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL 2 OF 3, DATED 8 OCT 1998, PAGE 357, VOR/DME RNAV RWY 18, AMDT 3, PLAN VIEW: DELETE ICT FEEDER ROUTE.

### Wichita Mid-Continent

**FDC 8/5592** /ICT/ FI/T WICHITA MID-CONTINENT, WICHITA, KS. ILS RWY 1L, AMDT 2A...ILS RWY 19R, AMDT 4...LOC BC RWY 19L, AMDT 15...VOR/DME RNAV OR GPS RWY 1L, AMDT 1A...GPS RWY 32, ORIG...CIRCLING MDA 1820/HAA 488 CATS A/B. ILS RWY 1R, AMDT 16B...S-LOC 1R MDA 1700/HAT 380 ALL CATS. CIRCLING MDA 1820/HAA 688 CATS A/B. VOR OR GPS RWY 14, AMDT 1...DME MNMS: CIRCLING MDA 1820/HAA 488 CATS A/B. NDB OR GPS RWY 1R, AMDT 15...S-1R MDA 1740/HAT 420 ALL CATS. CIRCLING MDA 1820/HAA 488 CATS A/B. TEMPORARY CRANE 1514 MSL 823 FT NE OF RWY 1R.

## KENTUCKY

## FALMOUTH

### Gene Snyder

**FDC 8/3151** /K62/ FI/P GENE SNYDER, FALMOUTH, KY. VOR OR GPS-A, AMDT 2...CIRCLING MDA 1500/HAA 602 ALL CATS. VIS CAT C 1 3/4. THIS IS VOR OR GPS-A, AMDT 2A.

## FRANKFORT

### Frankfort/Capital City

**FDC 8/3144** /FFT/ FI/P FRANKFORT/CAPITAL CITY, FRANKFORT, KY. LOC/DME RWY 24, ORIG...MISSED

APCH: CLIMB TO 3000 FT THEN LEFT TURN DIRECT HYK VORTAC AND HOLD SOUTHEAST, RIGHT TURN, 304 INBOUND. DELETE: LEXINGTON ALSTG MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF, WHEN NOT RECEIVED, USE LEXINGTON ALSTG. THIS IS LOC/DME RWY 24, ORIG-A.

## GEORGETOWN

### Georgetown Scott County-Marshall Field

**FDC 8/3259** /27K/ FI/P GEORGETOWN SCOTT COUNTY-MARSHALL FIELD, GEORGETOWN, KY. GPS RWY 3, ORIG...DELETE NOTE: USE LEXINGTON ALSTG. THIS IS GPS RWY 3, ORIG-A.

**FDC 8/3161** /27K/ FI/P GEORGETOWN SCOTT COUNTY-MARSHALL FIELD, GEORGETOWN, KY. VOR/DME RWY 3 ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 3000 DIRECT HYK VORTAC AND HOLD SOUTHEAST RIGHT TURN 304 INBOUND. DELETE NOTE: USE LEXINGTON ALSTG. THIS IS VOR/DME RWY 3 ORIG-A.

**FDC 8/3150** /27K/ FI/P GEORGETOWN SCOTT COUNTY-MARSHALL FIELD, GEORGETOWN, KY. GPS RWY 21, ORIG...DELETE NOTE: USE LEXINGTON ALSTG. THIS IS GPS RWY 21, ORIG-A.

## LEXINGTON

### Lexington/Blue Grass

**FDC 8/3147** /LEX/ FI/P LEXINGTON/BLUE GRASS, LEXINGTON, KY. NDB OR GPS RWY 4 AMDT 20...DELETE TERMINAL ROUTE FFT VOR TO LE LOM. NOTE: RADAR REQUIRED. THIS IS NDB OR GPS RWY 4, AMDT 20A.

**FDC 8/3146** /LEX/ FI/P LEXINGTON/BLUE GRASS, LEXINGTON, KY. VOR OR GPS-A AMDT 8...MISSED APPROACH: CLIMB TO 3000 FT THEN TURN LEFT DIRECT HYK VORTAC AND HOLD SOUTHEAST, RIGHT TURN, 304 INBOUND. THIS IS VOR OR GPS-A, AMDT 8A.

## LOUISVILLE

### Bowman Field

**FDC 8/1641** /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR OR GPS RWY 14, AMDT 9...VOR PORTION NA.

**FDC 8/1640** /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR OR GPS RWY 24, AMDT 7...TERMINAL ROUTE IIU VORTAC TO BQM VOR/DME NA. MISSED APPROACH: CLIMBING LEFT TURN TO 3000 VIA HEADING 180 DEGREES AND IIU VORTAC R-279 TO IIU VORTAC AND HOLD. HOLD SOUTHEAST RIGHT TURN 300 INBOUND. NOTE: RADAR REQUIRED.

**FDC 8/1639** /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR RWY 32 AMDT 14...PROCEDURE NA.

**FDC 8/1638** /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. NDB OR GPS RWY 32 AMDT 15...NDB PORTION ONLY. TERMINAL ROUTE IIU VORTAC TO LAANG LOM NA. MISSED APPROACH: CLIMBING RIGHT TURN TO 2500 DIRECT LAANG LOM AND HOLD. HOLD SOUTH, RIGHT TURN, 347 INBOUND. NOTE: RADAR REQUIRED.

### Louisville Intl-Standiford Field

**FDC 8/7035** /SDF/ FI/P LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. GPS RWY 29 ORIG...S-29: MDA 1000/HAT 519 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. THIS IS GPS RWY 29 ORIG-A.

**FDC 8/6994** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 35R, AMDT 1...S-LOC-35R DME MNMS MDA 860/HAT 380 ALL

CATS. TEMP CRANE 597 MSL 4118 FT SOUTH OF RWY 35R.

**FDC 8/6451** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 17R, ORIG-A...S-ILS 17R DH 786/HAT 300 ALL CATS. VIS RVR 4000 ALL CATS. S-LOC 17R CAT A VIS RVR 4000.

**FDC 8/5221** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 17L, AMDT 1...MISSED APPROACH: CLIMB TO 3000 VIA HEADING 168 DEGREES AND IIU R-279 TO IIU VORTAC AND HOLD. HOLD SOUTHEAST, RIGHT TURNS, 300 INBOUND.

**FDC 8/5219** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 35R, AMDT 1A...MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 230 DEGREES AND IIU R-279 TO DAMEN INT AND HOLD. HOLD WEST, RIGHT TURN, 099 INBOUND.

**FDC 8/5197** /SDF/ FI/P LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 35R AMDT 1...CIRCLING VIS CAT A 1 1/4, CAT C 2 3/4, CAT D 3. ALTERNATE MNMS: CAT A/B 900-2, CAT C 900-2 3/4, CAT D 900-3. THIS IS ILS RWY 35R AMDT 1A.

**FDC 8/1647** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. VOR OR TACAN RWY 29, AMDT 22A...PROC NA.

**FDC 8/1646** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29, AMDT 22A...TERMINAL ROUTE IIU VORTAC TO LAANG LOM NA. NOTE: RADAR REQUIRED.

**FDC 8/1645** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. NDB OR GPS RWY 29, AMDT 19A...NDB PORTION ONLY, TERMINAL ROUTE IIU VORTAC TO LAANG LOM NA. NOTE: RADAR REQUIRED.

## OWENSBORO

### Owensboro-Daviess County

**FDC 7/7592** /OWB/ FI/T OWENSBORO-DAVIESS COUNTY, OWENSBORO, KY. NDB OR GPS RWY 36, AMDT 8...S-36 MDA 920/HAT 519 ALL CATS. CIRCLING CATS A/B MDA 940/HAA 533 WHEN USING EVANSVILLE ALTIMETER SETTING: S-36 MDA 980/HAT 579 ALL CATS. CIRCLING CATS A/B MDA 980/HAA 573. TEMP CRANE 578 MSL 1274 FT NE OF RWY 36.

## SOMERSET

### Somerset-Pulaski County

**FDC 8/6505** /SME/ FI/T SOMERSET-PULASKI COUNTY-J.T. WILSON FIELD, SOMERSET, KY. TKOF MNMS RWY 4, 500-3. RWY 22, 300-1. DEP PROC RWY 4: CLIM HEADING 060 DEGREES TO 2700 BEFORE TURNING NORTH. DEP PROC RWY 22: CLIMB RUNWAY HEADING TO 1700 BEFORE TURNING EAST.

**FDC 8/2262** /SME/ FI/T SOMERSET-PULASKI COUNTY-J.T. WILSON FIELD, SOMERSET, KY. GPS RWY 22, ORIG...S-22 MDA 1820/HAT 893 ALL CATS. VIS CAT A AND B 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING MDA 1820/HAA 933 ALL CATS. VIS CATS A AND B 1 1/4, CAT C 2 3/4, CAT D 3.

## LOUISIANA

## ALEXANDRIA

### Alexandria Esler Regional

**FDC 8/7611** /ESF/ FI/P ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. CORRECT U.S. TERMINAL PROCE-

DURES, SOUTH CENTRAL (SC) VOL 4 OF 4, DATED 8 OCT 1998, PAGE C1, TAKE-OFF MINIMUMS...ADD: ALEXANDRIA, LA. ALEXANDRIA ESLEER REGIONAL, TAKE-OFF MINIMUMS: NOTE: RWY 14, 84 FT AGL TREE 930 FT FROM DEPARTURE END OF RUNWAY, 600 FT LEFT OF CENTERLINE. 90 FT AGL TREE 940 FT FROM DEPARTURE END OF RUNWAY, 640 FT RIGHT OF CENTERLINE. RWY 32, 88 FT AGL TREE 1960 FT FROM DEPARTURE END OF RUNWAY, 940 FT LEFT OF CENTERLINE.

**FDC 8/7466** /ESF/ FI/T ALEXANDRIA ESLEER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32, AMDT 13B...VOR PORTION NA.

**FDC 8/3047** /ESF/ FI/T ALEXANDRIA ESLEER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32, AMDT 13B...S-32 MDA 480/HAT 387 ALL CATS. MISSED APPROACH: CLIMB TO 3000 DIRECT ESF VORTAC AND HOLD.

**FDC 5/0104** /ESF/ FI/T ALEXANDRIA ESLEER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32 AMDT 13B...NDB OR GPS RWY 26 AMDT 7C...CHG NOTE TO READ: WHEN ATCT CLSD, USE ALEXANDRIA INTL ALSTG AND INCREASE ALL MDAS 40 FT.

## BATON ROUGE

### Baton Rouge Metropolitan/Ryan Field

**FDC 8/5880** /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. ILS RWY 13, AMDT 25...NDB OR GPS RWY 13, AMDT 23...NDB RWY 31, AMDT 1A...GPS RWY 31, ORIG...DLT "WHEN CONTROL TOWER CLOSED: RWY 13-31 CLOSED, STRAIGHT-IN MINIMUMS NA.

**FDC 8/5601** /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. RADAR-1, AMDT 9A...S-4L MDA 860/HAT 791 ALL CATS. VIS CATS A/B 1 1/4, VIS CAT C 2 1/4, VIS CAT D 2 1/2. S-13 MDA 560/HAT 492 ALL CATS. VIS CAT A/B 3/4. S-22R VIS CAT A/B 4000. S-31 MDA 520/HAT 451 ALL CATS. VIS CATS A/B 1 1/4, CAT D 1 1/2. CIRCLING MDA 860/HAA 790 ALL CATS. VIS CATS A/B 1 1/4, VIS CAT C 2 1/4, VIS CAT D 2 1/2.

**FDC 6/3665** /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB OR GPS RWY 13 AMDT 23, NDB RWY 31 AMDT 1A, ILS RWY 13 AMDT 25...MSA BT 25 NM BEARING 040 CW TO BEARING 280 2300 FT.

**FDC 6/3343** /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB RWY 31, AMDT 1A...TRML RTE: BATON ROUGE VORTAC TO CREOL INT MAINTAIN 2100 FT. PROC TURN: MAINTAIN 2100 FT OUTBOUND.

**FDC 5/2689** /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB OR GPS RWY 31 AMDT 1A...S-31 ALL CATS MDA 840/HAT 771; CAT A VIS 3/4, CAT B VIS 1-1/4, CAT C VIS 2-1/4, CAT D VIS 2-1/2. CIRCLING ALL CATS MDA 840/HAA 770; CAT A VIS 1, CAT B VIS 1-1/4, CAT C VIS 2-1/4, CAT D VIS 2-1/2. INOPERATIVE TABLE DOES NOT APPLY TO CAT B AND C.

## COVINGTON

### Greater St. Tammany

**FDC 7/7356** /LA08/ FI/T GREATER ST. TAMMANY, COVINGTON, LA. VOR/DME OR GPS-A, ORIG...CAT A AND CAT B CIRCLING MDA 540, HAA 501.

## HAMMOND

### Hammond Muni

**FDC 8/1116** /OR9/ FI/T HAMMOND MUNI, HAMMOND, LA. GPS RWY 31, ORIG...S-31 MDA 440/HAT 397 ALL CATS. DELETE GLIDE SLOPE COMPUTER SETTING.

## HOUMA

### Houma-Terrebonne

**FDC 8/7987** /HUM/ FI/T HOUMA-TERREBONNE, HOUMA, LA. VOR/DME RNAV RWY 36, AMDT 4B. PROC NA.

## MONROE

### Monroe Regional

**FDC 6/6914** /MLU/ FI/T MONROE REGIONAL, MONROE, LA. RADAR-1, AMDT 5...CIRCLING MINIMA: MDA 680 HAA 601 ALL CATS; VIS CATS A/B 1, CAT C 1 3/4, CAT D 2.

**FDC 4/5601** /MLU/ FI/T MONROE REGIONAL, MONROE, LA. VOR/DME RWY 4 ORIG...S-4 MDA/HAT 520/442 ALL CATS.

**FDC 4/5600** /MLU/ FI/T MONROE REGIONAL, MONROE, LA. VOR RWY 4 AMDT 17...DME MINIMA: S-4 MDA/HAT 520/442 ALL CATS.

## NEW ORLEANS

### Lakefront

**FDC 0/5466** /NEW/ FI/T LAKEFRONT, NEW ORLEANS, LA. LORAN RNAV RWY 18R ORIG...PROC NA.

## PATTERSON

### Harry P. Williams Memorial

**FDC 6/8990** /PTN/ FI/T HARRY P. WILLIAMS MEMORIAL, PATTERSON, LA. VOR/DME OR GPS-A, AMDT 9...PROC NA.

## RAYVILLE

### John H. Hooks, Jr. Memorial

**FDC 7/2034** /M79/ FI/T JOHN H. HOOKS JR. MEMORIAL, RAYVILLE, LA. GPS RWY 36 ORIG...PROC NA.

## RUSTON

### Ruston Regional

**FDC 8/7950** /RSN/ FI/P RUSTON REGIONAL, RUSTON, LA. NDB RWY 18, ORIG-A...DLT TRML RTE EMG VORTAC TO ROQ NDB. THIS IS NDB RWY 18, ORIG-B.

## SPRINGHILL

### Springhill

**FDC 7/4312** /SPH/ FI/T SPRINGHILL, SPRINGHILL, LA. NDB RWY 35, ORIG...PROC NA.

## SULPHUR

### Southland Field

**FDC 8/2782** /L75/ FI/T SOUTHLAND FIELD, SULPHUR, LA. LOC RWY 15, ORIG...ADD NOTE: ADF REQUIRED.

## RUSTON

### Ruston Regional

**FDC 8/6923** /RSN/ FI/T RUSTON REGIONAL, RUSTON, LA. GPS RWY 18, ORIG...DELETE NOTE: IF LOCAL ALTIMETER NOT RECEIVED, USE MONROE ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET.

## **MAINE**

### **AUBURN-LEWISTON**

#### **Auburn-Lewiston Muni**

**FDC 8/7140** /LEW/ FI/P AUBURN-LEWISTON MUNI, AUBURN-LEWISTON, ME. VOR/DME OR GPS-A ORIG-A...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME OR GPS-A ORIG-B.

### **BANGOR**

#### **Bangor Intl**

**FDC 8/7139** /BGR/ FI/P BANGOR INTL, BANGOR, ME. VOR/DME RWY 15 AMDT 3...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME RWY 15 AMDT 3A.

**FDC 8/2273** /BGR/ FI/T BANGOR INTL, BANGOR, ME. HI-ILS/DME RWY 15 ORIG...S-LOC 15: MDA 700/HAT 508 ALL CATS VIS CAT C RVR 5000. CIRCLING: MDA 700/HAT 508 CAT C. BGR VORTAC STEPDOWN FIX NA.

### **BAR HARBOR**

#### **Hancock County-Bar Harbor**

**FDC 8/7137** /BHB/ FI/P HANCOCK COUNTY, BAR HARBOR, ME. LOC/DME BC RWY 4 AMDT 1A...DELETE TIME/DISTANCE TABLE. THIS IS LOC/DME BC RWY 4 AMDT 1B.

### **FRENCHVILLE**

#### **Northern Aroostook Regional**

**FDC 8/7591** /FVE/ FI/T NORTHERN AROOSTOOK REGIONAL, FRENCHVILLE, ME. NDB RWY 32 AMDT 5...TERMINAL ROUTE PQI VORTAC TO FVE NDB NA.

### **FRYEBURG**

#### **Eastern Slopes Regional**

**FDC 6/4914** /IZG/ FI/T EASTERN SLOPES REGIONAL, FRYEBURG, ME. DEP PROC: RWY 14...CLIMB DIRECT SZO NDB TO CROSS AT OR ABOVE 2600 MSL BEFORE PROCEEDING ON COURSE. RWY 32...CLIMBING RIGHT TURN DIRECT SZO NDB TO CROSS AT OR ABOVE 2600 MSL BEFORE PROCEEDING ON COURSE.

### **GREENVILLE**

#### **Greenville Muni**

**FDC 8/5902** /3B1/ FI/T GREENVILLE MUNI, GREENVILLE, ME. NDB OR GPS RWY 14 AMDT 4A...TERMINAL ROUTE FROM AUG VOR/DME TO XQA NDB MNM ALT 6500.

#### **Greenville Seaplane Base**

**FDC 8/5903** /52B/ FI/T GREENVILLE SEAPLANE BASE, GREENVILLE, ME. NDB OR GPS-A AMDT 4...TERMINAL ROUTE FROM AUG VOR/DME TO XQA NDB MNM ALT 6500.

### **PRESQUE ISLE**

#### **Northern Maine Regional Arpt at Presque Isle**

**FDC 8/6578** /PQI/ FI/T NORTHERN MAIN REGIONAL ARPT AT PRESQUE ISLE, PRESQUE ISLE, ME. ILS RWY 1 AMDT 5A...ADF REQUIRED. TERMINAL ROUTES: MLT AHD HUL VOR/DME TO PQI 25 DME NA. MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 DIRECT EXCAL LOM AND HOLD. (HOLD SOUTH LEFT TURNS 006 HEADING INBOUND.)

## **PRINCETON**

**FDC 5/6012** /PNN/ FI/T PRINCETON MUNI, PRINCETON, ME. VOR OR GPS RWY 15 AMDT 10...VOR PORTION NA.

## **WATERVILLE**

#### **Waterville Robert LeFleur**

**FDC 8/7138** /WVL/ FI/P WATERVILLE ROBERT LEFLEUR, WATERVILLE, ME. VOR/DME OR GPS RWY 5 AMDT 7A...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME OR GPS RWY 5 AMDT 7B.

## **MARYLAND**

## **BALTIMORE**

#### **Martin State**

**FDC 8/3295** /MTN/ FI/T MARTIN STATE, BALTIMORE, MD. VOR/DME OR TACAN-1 RWY 15 AMDT 4A...PROC NA.

## **CHURCHVILLE**

#### **Harford County**

**FDC 8/6085** /OW3/ FI/T HARFORD COUNTY, CHURCHVILLE, MD. VOR/DME-A ORIG...PROC NA.

## **COLLEGE PARK**

#### **College Park**

**FDC 8/6051** /CGS/ FI/T COLLEGE PARK, COLLEGE PARK, MD. VOR/DME RNAV OR GPS RWY 15 AMDT 1B...DELETE 175K SPEED RESTRICTION FROM PINEY WP HOLDING PATTERN.

## **CUMBERLAND**

#### **Greater Cumberland Regional**

**FDC 8/3527** /CBE/ FI/T GREATER CUMBERLAND REGIONAL, CUMBERLAND, MD. NDB-A AMDT 8...PROC NA.

## **FREDRICK**

#### **Fredrick Muni**

**FDC 8/5960** /FDK/ FI/T FREDRICK MUNI, FREDRICK, MD. ILS RWY 23 AMDT 3...DELETE 175K SPEED RESTRICTION FROM RICKE INT/OM HOLDING PATTERN.

## **LEONARDTOWN**

#### **St Marys County**

**FDC 8/6955** /2W6/ FI/T ST MARYS COUNTY, LEONARDTOWN, MD. VOR RWY 11, AMDT 4...DELETE 175K SPEED RESTRICTION FROM SMOKE INT HOLDING PATTERN.

**FDC 8/6049** /2W6/ FI/T ST MARYS COUNTY, LEONARDTOWN, MD. GPS RWY 11 ORIG...DELETE 175K SPEED RESTRICTION FROM ONAFE WP HOLDING PATTERN.

## **OCEAN CITY**

#### **Ocean City Muni**

**FDC 8/6050** /OXB/ FI/T OCEAN CITY MUNI, OCEAN CITY, MD. VOR OR GPS-A AMDT 1...DELETE 175K SPEED RESTRICTION FROM ABCOD INT HOLDING PATTERN.

## **STEVENSVILLE**

#### **Bay Bridge**

**FDC 8/5968** /W29/ FI/T BAY BRIDGE, STEVENSVILLE, MD. VOR/DME OR GPS RWY 29 ORIG...DELETE 175K

SPEED RESTRICTION FROM PUNKN INT HOLDING PATTERN.

## WESTMINSTER

### Carroll Co Regional/Jack B Poage Field Arpt

**FDC 8/5963** /W54/ FI/T CARROLL COUNTY REGIONAL/JACK B. PAGE FIELD, WESTMINSTER, MD. VOR OR GPS RWY 34 AMDT 3...DELETE 175K SPEED RESTRICTION FROM WESTMINSTER /EMI/ VORTAC HOLDING PATTERN.

### Clearview Airpark

**FDC 8/6258** /2W2/ FI/T CLEARVIEW AIRPARK, WESTMINSTER, MD. VOR OR GPS-A AMDT 3A...DELETE 175K SPEED RESTRICTION FROM WESTMINSTER /EMI/ VORTAC HOLDING PATTERN.

## MASSACHUSETTS

## BOSTON

### General Edward Lawrence Logan Intl

**FDC 7/3431** /BOS/ FI/T GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 27 AMDT 2...S-27 MDA 540/HAT 523 ALL CATS, CATS A/B RVR 5000, CAT C VIS 1 1/2, CAT D VIS 1 3/4. VDP 1.63 DME, VDP DISTANCE TO THR 1.52 NM. VOR/DME RWY 33L AMDT 2A...S-33L MDA 540/HAT 523 ALL CATS, CATS A/B RVR 2400 CAT C RBR 5000, CAT D 6000. VDP 1.52 DME, VDP DISTANCE TO THR 1.46 NM. TEMP CRANE 284 MSL 1.5 NM AND 285 MSL 1.6 NM SE OF RWY 27.

## FITCHBURG

### Fitchburg Muni

**FDC 8/7141** /FIT/ FI/T FITCHBURG MUNI, FITCHBURG, MA. NDB RWY 20 AMDT 4...S-20: MDA 1280/HAT 938 CAT A/B/C; VIS CAT A 1 1/4, CAT C 2 3/4. CIRCLING: MDA 1280/HAA 932 CAT A; VIS CAT A 1 1/4. MISSED APPROACH: CLIMB TO 1700, THEN CLIMBING RIGHT TURN TO 3300 DIRECT FIT NDB AND HOLD (HOLD NORTH, RIGHT TURNS, 201 INBOUND). NOTE: CIRCLING NA AT NIGHT TO RWY 32.

**FDC 8/7102** /FIT/ FI/P FITCHBURG MUNI, FITCHBURG, MA. CORRECT U.S. TERMINAL PROC NE VOL 1 OF 3 DATED 8 OCT 98, PAGE 114. GPS RWY 32 ORIG...PROFILE VIEW: MISSED APPROACH SHOULD READ RW32 VICE RW20.

## LAWRENCE

### Lawrence Muni

**FDC 8/4373** /LWM/ FI/T LAWRENCE MUNI, LAWRENCE, MA. ILS RWY 5 AMDT 2...NDB OR GPS RWY 5 AMDT 4...DELETE 175K SPEED RESTRICTION FROM LAWRENCE /LWM/ VOR/DME HOLDING PATTERN.

**FDC 6/1162** /LWM/ FI/T LAWRENCE MUNI, LAWRENCE, MA. ILS RWY 5 AMDT 2...GRAPS INT MNMS: S-LOC MDA 580/HAT 436, VSBY CAT C 1-1/4, CAT D 1-1/2.

## NEW BEDFORD

### New Bedford Regional

**FDC 8/5835** /EWB/ FI/T NEW BEDFORD REGIONAL, NEW BEDFORD, MA. ILS RWY 5 AMDT 24A...S-LOC 5: MDA 700/HAT 628 ALL CATS. VSBY CAT C 1 1/4. VSBY CAT D 1 1/2. CIRCLING MDA 700/HAA 620 ALL CATS. VSBY CAT C 1 3/4. DELETE PROVIDENCE ALSTG NOTE AND MNMS. NDB RWY 5 AMDT 11A...DELETE PROVIDENCE ALSTG NOTE AND MNMS.

**FDC 8/5782** /EWB/ FI/T NEW BEDFORD REGIONAL, NEW BEDFORD, MA. LOC BC RWY 23 AMDT 10A...CHANGE FAF ALT TO 1900. DELETE PROVIDENCE ALSTG NOTE AND MNMS.

## NEWBURYPORT

### Plum Island

**FDC 8/4372** /2B2/ FI/T PLUM ISLAND, NEWBURYPORT, MA. VOR OR GPS RWY 10 AMDT 5...DELETE 175K SPEED RESTRICTION FROM LAWRENCE /LWM/ VOR/DME HOLDING PATTERN.

## PALMER

### Metropolitan

**FDC 6/1341** /PMX/ FI/T METROPOLITAN, PALMER, MA. NDB OR GPS RWY 4 ORIG...NDB PORTION NA.

## PLYMOUTH

### Plymouth Muni

**FDC 8/7968** /PYM/ FI/P PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 4...S-6 VIS CATS A/B/C 3/4. DELETE NOTE: INOP TABLE DOES NOT APPLY. THIS IS NDB RWY 6 AMDT 4A.

**FDC 8/7664** /PYM/ FI/P PLYMOUTH MUNI, PLYMOUTH, MA. GPS RWY 6 AMDT 2...S-6 VIS CATS A/B/C 3/4. DELETE NOTE: INOP TABLE DOES NOT APPLY. THIS IS GPS RWY 6 AMDT 2A.

## MICHIGAN

## ALLEGAN

### Padgham Field

**FDC 8/0308** /35D/ FI/T PADGHAM FIELD, ALLEGAN, MI. VOR OR GPS RWY 28, AMDT 13...RWY 28 TDZE ELEVATION 704. S-28 MDA 1460/HAA 756 ALL CATS. VIS CAT B 1-1/4, CAT C 2-1/4. CIRCLING MDA 1460/HAA 752 ALL CATS, VIS CAT B 1-1/4 CAT C 2-1/4. CHANGE NOTE DUAL VOR OR DME MNMS TO READ: FONFO INT MNMS. FONFO INT MNMS...S-28 MDA 1400/HAT 696 ALL CATS, VIS CAT C 2. CIRCLING MDA 1400/HAA 692 ALL CATS. VIS CAT C 2. CHANGE PROFILE NOTE TO READ: 1460 (ASTERISK) 1560 WHEN USING GRAND RAPIDS ALSTG.

## DETROIT

### Detroit Metropolitan Wayne County

**FDC 8/7993** /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 21L, AMDT 8A...S-LOC 21L MDA 1160/HAT 528 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE 910 FT MSL 3.5 NM NE OF RWY 21L.

**FDC 8/7992** /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 21R, AMDT 26A...S-LOC 21R MDA 1160/HAT 523 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. TEMPORARY CRANE 910 FT MSL 3.5 NM NE OF RWY 21R.

**FDC 8/7991** /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. VOR OR GPS RWY 21R, AMDT 1B...S-21R MDA 1160/HAT 523 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. TEMPORARY CRANE 910 FT MSL 3.5 NM NE OF RWY 21R.

**FDC 8/1933** /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 27R, AMDT 10A...GLIDESLOPE ALT AT OM 2528, TCH 50. DELETE ALL REFERENCE TO MM.

## DOWAGIAC

### Dowagiac Muni

**FDC 8/7577** /C91/ FI/T DOWAGIAC MUNI, DOWAGIAC, MI. VOR/DME RNAV OR GPS RWY 27, AMDT 6...VOR OR GPS-A, AMDT 9...LOCAL ALSTG MNMS NA.

## HASTINGS

### Hastings

**FDC 8/7603** /9D9/ FI/P HASTINGS, HASTINGS, MI. VOR RWY 12, ORIG...CHANGE: JCUBS INT MINIMUMS TO READ JCUBS DME MINIMUMS. DELETE ALL REFERENCES TO KNOBS LOM. CHANGE JCUBS INT/GRR 7.40 DME TO READ JCUBS/GRR 7.40 DME. THIS IS VOR RWY 12, ORIG-A.

## HOUGHTON LAKE

### Roscommon County

**FDC 8/3985** /HTL/ FI/T ROSCOMMON COUNTY, HOUGHTON LAKE, MI. VOR OR GPS RWY 9, AMDT 2...VOR OR GPS RWY 27, AMDT 1...DME MNMS NA.

## SAULT STE MARIE

### Sanderson Field

**FDC 8/7608** /ANJ/ FI/P SANDERSON FIELD, SAULT STE MARIE, MI. VOR OR GPS RWY 32, AMDT 1...DELETE NOTE: USE SAULT STE MARIE, CANADA ALTIMETER SETTING. ALTERNATE MNMS: STANDARD. THIS IS VOR OR GPS RWY 32, AMDT 1A.

## TROY

### Big Beaver

**FDC 8/6789** /3BB/ FI/T BIG BEAVER, TROY, MI. VOR OR GPS-B, ORIG-A...PROC NA.

### Oakland/Troy

**FDC 7/5057** /7D2/ FI/T OAKLAND/TROY, TROY, MI. GPS RWY 9, ORIG...PROC NA.

## MINNESOTA

## BUFFALO

### Buffalo Muni

**FDC 8/5363** /8Y2/ FI/T BUFFALO MUNI, BUFFALO, MN. VOR OR GPS-B, AMDT 3...TRML RTE FROM GEP VOR-TAC R-352/10 DME ARC CCW NA.

## GRAND RAPIDS

### Itasca County-Gordon Newstrom Field

**FDC 6/9525** /GPZ/ FI/T ITASCA COUNTY- GORDON NEWSTROM FIELD, GRAND RAPIDS, MN. VOR/DME OR GPS RWY 16 ORIG...VOR/DME PORTION NA.

## MINNEAPOLIS

### Anoka County-Blaine Airport (Janes Field)

**FDC 8/7416** /ANE/ FI/P ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD), MINNEAPOLIS, MN. VOR/DME RNAV OR GPS RWY 17, AMDT 3...CHANGE ALL REFERENCES TO RWY 17/35 TO RWY 18/36. THIS IS VOR/DME RNAV OR GPS RWY 18, AMDT 3A.

**FDC 8/7414** /ANE/ FI/P ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD), MINNEAPOLIS, MN. VOR OR GPS RWY 8, AMDT 11...CHANGE ALL REFERENCE TO RWY

8/26 TO RWY 9/27. THIS IS VOR OR GPS RWY 9, AMDT 11A.

**FDC 8/7383** /ANE/ FI/P ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD), MINNEAPOLIS, MN. VOR/DME RWY 26, AMDT 4...CHANGE ALL REFERENCE TO RWY 8/26 TO RWY 9/27. THIS IS VOR/DME RWY 27, AMDT 4A.

### Minneapolis/Flying Cloud

**FDC 8/3003** /FCM/ FI/T FLYING CLOUD, MINNEAPOLIS, MN. VOR OR GPS RWY 36, AMDT 11B...DME REQUIRED.

### Minneapolis-St Paul Intl (Wold-Chamberlain)

**FDC 8/7651** /MSP/ FI/P MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS PRM RWY 12R, AMDT 2A...CHANGE KINNS DME FIX TO 7.3. THIS IS ILS PRM RWY 12R, AMDT 2B.

**FDC 8/7650** /MSP/ FI/P MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS PRM RWY 30L, AMDT 3A...CHANGE SISSY DME FIX TO 12.7. THIS IS ILS PRM RWY 30L, AMDT 3B.

**FDC 8/7649** /MSP/ FI/P MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 30L (CAT I & II), AMDT 42A...CHANGE SISSY DME FIX TO 12.7. THIS IS ILS RWY 30L (CAT I & II), AMDT 42B.

**FDC 8/7648** /MSP/ FI/P MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 12R, AMDT 6A...CHANGE KINNS DME FIX TO 7.3, WABBS DME FIX TO 3.2, MISSED APPROACH POINT DME FIX TO 1.5. THIS IS ILS RWY 12R, AMDT 6B.

**FDC 8/3001** /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL, (WOLD-CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 30R, AMDT 8...DME OR RADAR REQUIRED.

**FDC 8/3000** /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL, (WOLD-CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 4, AMDT 26...NDB OR GPS RWY 4, AMDT 19...NDB OR GPS RWY 30R, AMDT 12...RADAR REQUIRED.

**FDC 8/2999** /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL, (WOLD-CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 30L, AMDT 42...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING LEFT TURN TO 4000 VIA HEADING 158, EXPECT RADAR VECTORS.

**FDC 8/2998** /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL, (WOLD-CHAMBERLAIN) MINNEAPOLIS, MN. NDB OR GPS RWY 30L, AMDT 24...RADAR REQUIRED. MISSED APPROACH: CLIMBING LEFT TURN TO 4000 VIA HEADING 175, EXPECT RADAR VECTORS.

**FDC 8/2997** /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL, (WOLD-CHAMBERLAIN) MINNEAPOLIS, MN. ILS 12R, AMDT 6...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 5000 VIA HEADING 179, EXPECT RADAR VECTORS.

**FDC 8/2981** /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL, (WOLD-CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 22, AMDT 5...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 2000, THEN CLIMBING LEFT TURN TO 4000 VIA HEADING 158, EXPECT RADAR VECTORS.

**FDC 7/7764** /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 12L, AMDT 4. MISSED APPROACH: CLIMB TO 4000, THEN LEFT TURN DIRECT GOPHER VORTAC AND HOLD, NW, LT, 117 INBOUND.

## OWATONNA

### Owatonna Muni

**FDC 7/4962** /OWA/ FI/T OWATONNA MUNI, OWATONNA, MN. VOR OR GPS RWY 12, AMDT 9...S-12 MINIMUMS NA.

**FDC 7/4952** /OWA/ FI/T OWATONNA MUNI, OWATONNA, MN. VOR/DME RWY 30, AMDT 3...S-30 MINIMUMS NA.

## ROCHESTER

### Rochester Intl

**FDC 8/6874** /RST/ FI/T ROCHESTER INTL, ROCHESTER, MN. VOR OR GPS RWY 2, AMDT 15B...MISSED APPROACH: CLIMB TO 3500, THEN RIGHT TURN DIRECT RST VOR/DME AND HOLD.

## ST. PAUL

### St. Paul Downtown Holman Field

**FDC 8/7629** /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. ILS RWY 32, AMDT 3C...S-LOC 32 MDA 1280/HAT 576 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. MISSED APPROACH: CLIMBING RIGHT TURN HEADING 333 TO 1600, THEN CLIMBING RIGHT TURN TO 4000 VIA HEADING 010 AND FCM R-042 TO WHISK INT AND HOLD, E. RT, 265 INBOUND.

**FDC 8/6067** /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. CHANGE DEPARTURE PROCEDURES TO: RWYS 8, 12, 14, 26, 30, NORTHBOUND AND EASTBOUND DEPARTURES, CLIMB RUNWAY HEADING TO 2500 BEFORE TURNING. RWY 32, TURN RIGHT INTERCEPT FLYING CLOUD (FCM) R-044 OUTBOUND CLIMB TO 2800 BEFORE TURNING NORTHBOUND.

**FDC 8/1452** /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. ILS RWY 32, AMDT 3C...MM DCMSND.

### St. Paul/Lake Elmo

**FDC 8/2970** /21D/ FI/T ST. PAUL/LAKE ELMO, ST. PAUL, MN. NDB OR GPS RWY 3, AMDT 3A...TERMINAL ROUTE: WHISK INT TO HOPEY (PPI) NDB NA.

## MISSISSIPPI

## BROOKHAVEN

### Brookhaven-Lincoln County

**FDC 8/0868** /IR7/ FI/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. VOR/DME OR GPS-A, AMDT 8...PROC NA.

## COLUMBIA

### Columbia-Marion County

**FDC 8/3463** /ORO/ FI/P COLUMBIA-MARION COUNTY, COLUMBIA, MS. VOR/DME OR GPS RWY 23, AMDT 4...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG. THIS IS VOR/DME OR GPS RWY 23, AMDT 4A.

## COLUMBUS/WEST POINT-STARKVILLE

### Golden Triangle Regional

**FDC 8/3599** /GTR/ FI/P GOLDEN TRIANGLE REGIONAL, COLUMBUS/WEST POINT-STARKVILLE, MS. ILS RWY 18, AMDT 6...CHANGE MOOED INT/OM (IAF) TO MOOED OM, DELETE IGB R-303. DELETE TERMINAL ROUTE IGB VORTAC TO MOOED INT/OM. DELETE PROC TURN. PROFILE STARTS AT JOIST/IGB 13 DME, MIN ALT 2000. CHART NOTE: DME OR RADAR REQUIRED. THIS IS ILS RWY 18, AMDT 6A.

## GULFPORT

### Gulfport-Biloxi Regional

**FDC 8/6892** /GPT/ FI/P GULFPORT-BILOXI REGIONAL, GULFPORT, MS. VOR RWY 32, AMDT 20...DELETE MOBILE ALTIMETER SETTING MINIMUMS. DELETE ALL NOTES REFERENCED TO MOBILE ALTIMETER SETTING MINIMUMS. CHART ASOS. THIS IS VOR RWY 32, AMDT 20A.

## HATTIESBURG-LAUREL

### Hattiesburg-Laurel Regional

**FDC 2/1001** /PIB/ FI/T HATTIESBURG-LAUREL REGIONAL, HATTIESBURG-LAUREL, MS. VOR RWY 36 AMDT 4...MIN ALT LBY VORTAC 1300. STRAIGHT-IN MINS NA.

## INDIANOLA

### Indianola Muni

**FDC 8/3748** /IDL/ FI/P INDIANOLA MUNI, INDIANOLA, MS. NDB OR GPS RWY 35, AMDT 4...S-35 MDA 700/HAT 579 ALL CATS. CIRCLING CAT A/B/C MDA 700/HAA 574. GREENWOOD ALSTG MNMS: S-35 MDA 780/HAT 659 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 780/HAA 654 CAT A/B/C. VIS CAT C 1 3/4. CHANGE ALTM NOTE TO READ: USE GREENVILLE ALSTG IF NOT RECEIVED, USE GREENWOOD ALSTG. THIS IS NDB OR GPS RWY 35, AMDT 4A.

## LAUREL

### Hesler-Noble Field

**FDC 8/3424** /LUL/ FI/P HESLER-NOBLE FIELD, LAUREL, MS. VOR/DME-A, AMDT 2...DELETE NOTE: USE HATTIESBURG-LAUREL REGIONAL ALSTG WHEN NOT AVAILABLE, USE MERIDIAN ALSTG AND INCREASE ALL MDAS 160 FT. THIS IS VOR/DME-A, AMDT 2A.

**FDC 8/3419** /LUL/ FI/P HESLER-NOBLE FIELD, LAUREL, MS. NDB RWY 13, AMDT 6...DELETE NOTE: USE HATTIESBURG-LAUREL REGIONAL ALSTG WHEN NOT AVAILABLE, USE MERIDIAN ALSTG AND INCREASE ALL MDAS 160 FT. THIS IS NDB RWY 13, AMDT 6A.

## OLIVE BRANCH

### Olive Branch

**FDC 8/6466** /OLV/ FI/T OLIVE BRANCH, OLIVE BRANCH, MS. NDB OR GPS RWY 18 AMDT 4...MINRY FIX MINIMUMS: S-18 MDA 880/HAT 479 ALL CATS.

## OXFORD

### University-Oxford

**FDC 8/0214** /UOX/ FI/T UNIVERSITY-OXFORD, OXFORD, MS. VOR/DME RNAV OR GPS RWY 27 AMDT 2...CIRCLING CATS A/B MDA 1000/HAA 549. CATS C/D MDA 1060/HAA 609. VIS CAT C 1 3/4. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. IF NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET.

**FDC 8/0213** /UOX/ FI/T UNIVERSITY-OXFORD, OXFORD, MS. VOR/DME RNAV OR GPS RWY 9 AMDT 2...CIRCLING CATS A/B MDA 1000/HAA 549. CATS C/D MDA 1060/HAA 609. VIS CAT C 1 3/4. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. IF NOT RECEIVED, EXCEPT FOR OPERATORS WITH AP-

PROVED WEATHER REPORTING SERVICE, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET.

## PRENTISS

### Prentiss-Jefferson Davis County

**FDC 8/3422** /MSO4/ FI/P PRENTISS-JEFFERSON DAVIS COUNTY, PRENTISS, MS. NDB OR GPS RWY 30, ORIG...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG. THIS IS NDB OR GPS RWY 30, ORIG-A.

## WALLS

### Twinkletown

**FDC 8/3652** /2M6/ FI/P TWINKLETOWN, WALLS, MS. RADAR-1 AMDT 2...CIRCLING RWY 5, CIRCLING RWY 23; DLT CAT C MINIMUMS. THIS IS RADAR-1 AMDT 2A.

## MISSOURI

## CAMERON

### Cameron Memorial

**FDC 8/6007** /EZZ/ FI/T CAMERON MEMORIAL, CAMERON, MO. NDB OR GPS RWY 35, AMDT 1...S-35 CEHGA INT MINIMUMS MDA 1580/HAT 543 ALL CATS. VIS CAT C 1 1/2.

## COLUMBIA

### Columbia Regional

**FDC 8/0737** /COU/ FI/T COLUMBIA REGIONAL, COLUMBIA, MO. VOR OR GPS RWY 13, AMDT 2...TERMINAL ROUTE: R-234 COU VOR/DME CLKWS (IAF) TO R-329 COU VOR/DME 11 DME ARC NA. R-093 COU VOR/DME COUNTER CLKWS (IAF) TO R-329 COU VOR/DME 11 DME ARC NA. HLW VORTAC (IAF) TO COU VOR/DME (NO PT) 329/11.00, COURSE 222/12.6 NM ALT 2900, COU VOR/DME 329/11.00 TO SAPPY COURSE 149/5.00 MIN ALT 2600. VOR/DME OR GPS RWY 20, AMDT 2A...TERMINAL ROUTE: R-289 COU VOR/DME CLKWS (IAF) TO R-013 COU VOR/DME 11 DME ARC NA.

## CUBA

### Cuba Muni

**FDC 7/7449** /UBX/ FI/T CUBA MUNI, CUBA, MO. NDB RWY 18, AMDT 2...NDB RWY 36, AMDT 2...PROCEDURES NA.

## FORT LEONARD WOOD

### Forney AAF

**FDC 8/0817** /TBN/ FI/T FORNEY AAF, FORT LEONARD WOOD, MO. NDB RWY 32, ORIG...S-32 MDA 1700/HAT 547 ALL CATS, VIS CAT A AND B 1, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1720/HAA 561 ALL CATS. SPRINGFIELD REGIONAL AIRPORT ALSTG MINIMUMS: S-32 MDA 2000/HAT 847 ALL CATS, VIS CAT A AND B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. DLT NOTE: CIVIL OPR INCR S-VIS 1/4 MILE. CHG NOTE TO READ: WHEN CONTROL TOWER CLOSED USE SPRINGFIELD REGIONAL AIRPORT ALSTG. VOR OR GPS RWY 32, ORIG...S-32 MDA 1640/HAT 487 ALL CATS, VIS CATS A,B AND C 1, CAT D 1 1/2. CIRCLING MDA 1720/HAA 561 CATS A, B AND C. SPRINGFIELD REGIONAL AIRPORT ALSTG MINIMUMS: S-32 MDA 1940/HAT 787 ALL CATS, VIS CAT A 1, CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 2020/HAA 861 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. DLT NOTE: CIVIL OPR INCR S-VIS 1/4 MILE.

CHG NOTE TO READ: WHEN CONTROL TOWER CLOSED USE SPRINGFIELD REGIONAL AIRPORT ALSTG. ALTERNATE MINIMUMS NA. TEMPORARY CRANE 1360 MSL 5489 FT NW RWY 32, TEMPORARY CRANES 1.25 NM E RWY 32.

**FDC 8/0815** /TBN/ FI/T FORNEY AAF, FORT LEONARD WOOD, MO. LOC RWY 14, AMDT 1...S-14 VIS 1 ALL CATS. CIRCLING MDA 1720/HAA 561, CATS A-C. SPRINGFIELD REGIONAL AIRPORT ALSTG MNMS: S-14 VIS 1 ALL CATS. CIRCLING MDA 2020/HAA 861 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. DLT NOTE: CIVIL OPR INCR S-VIS 1/4 MILE. CHG NOTE TO READ WHEN CONTROL TOWER CLOSED USE SPRINGFIELD REGIONAL AIRPORT ALSTG. VOR OR GPS RWY 14, ORIG...S-14 MDA 1660/HAT 502 ALL CATS, VIS CATS A AND B 1, CAT C 1 1/2, CAT D 2 1/4. CIRCLING MDA 2020/HAA 861 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. DLT NOTE: CIVIL OPR INCR S-VIS 1/4 MILE. CHG NOTE TO READ: WHEN CONTROL TOWER CLOSED USE SPRINGFIELD REGIONAL AIRPORT ALSTG. ALTERNATE MNMS NA. TEMPORARY CRANE 1360 FT MSL 5489 FT NW RWY 32, TEMPORARY CRANES 1.25 NM E RWY 32.

## FREDERICKTOWN

### Fredericktown Regional

**FDC 7/7998** /H88/ FI/T FREDERICKTOWN REGIONAL, FREDERICKTOWN, MO. VOR/DME OR GPS RWY 1, AMDT 2...VOR OR GPS RWY 19, ORIG...STRAIGHT IN MINIMUMS NA. PROC NA AT NIGHT.

## GRAIN VALLEY

### East Kansas City

**FDC 7/2958** /3GV/ FI/T EAST KANSAS CITY, GRAIN VALLEY, MO. VOR/DME RNAV OR GPS RWY 27, AMDT 1...CIRCLING MDA 1440/HAA 605 CAT A AND B. VOR OR GPS RWY 23, AMDT 2...CIRCLING MDA 1440/HAA 605 CAT A AND B.

## JEFFERSON CITY

### Jefferson City Memorial

**FDC 8/4044** /JEF/ FI/T JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC BC RWY 12, AMDT 6B...TRML RTE FROM HALLSVILLE (HLV) VORTAC TO GIBSN INT/I-JEF 13.4 DME MIN ALT 2900. NDB RWY 12, AMDT 2...TRML RTE FROM HALLSVILLE (HLV) VORTAC TO GIBSN INT MNM ALT 2900.

## KANSAS CITY

### Kansas City Downtown

**FDC 8/4362** /MKC/ FI/T KANSAS CITY DOWNTOWN, KANSAS CITY, MO. VOR OR GPS RWY 3, AMDT 16A...DME MNMS: S-3 MDA 1540/HAT 796 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 1540/HAA 781 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. TEMPORARY CRANE 1181 MSL 5788 FEET SW OF RWY 3.

**FDC 7/2970** /MKC/ FI/T KANSAS CITY DOWNTOWN, KANSAS CITY, MO. ILS RWY 19, AMDT 20C...CHG MISSED APPROACH TO READ: CLIMB TO 3000 VIA RIS VOR/DME, THEN VIS RIS R-230 AND ANX VORTAC R-260 TO DESOT INT AND HOLD SW, LT, 043 INBOUND.

### Kansas City Intl

**FDC 8/4470** /MCI/ FI/T KANSAS CITY INTL, KANSAS CITY, MO. VOR OR GPS RWY 27, AMDT 14...S-27 MDA 1540/HAT 514 ALL CATS. VIS CAT C 1, CAT D 1 1/4, TEMPORARY CRANE 1240 MSL 1.1 NM SE OF RWY 27.



## ST LOUIS

### Lambert-St Louis Intl

**FDC 8/6251** /STL/ FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS RWY 6, ORIG-A...CHANGE NOTE: GLIDE SLOPE UNUSABLE BELOW 751 FEET TO READ: GLIDE SLOPE UNUSABLE BELOW 775 FEET.

**FDC 8/5439** /STL/ FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS RWY 24, AMDT 45...S-ILS 24: DH 784/HAT 250, ALL CATS. TEMPORARY OIL RIG 572 MSL OPERATING 2700 FEET NE OF RWY THRESHOLD.

### Spirit of St. Louis

**FDC 8/5947** /SUS/ FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. ILS RWY 26L, ORIG...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 2400, EXPECT RADAR VECTORS.

**FDC 8/5946** /SUS/ FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. ILS RWY 8R, AMDT 13A...ADF REQUIRED. CHG MISSED APPROACH TO CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2400 DCT SNOOP LOM AND HOLD. (HOLD WEST, RIGHT TURNS, 076 INBOUND). NDB RWY 8R, AMDT 11A...CHG MISSED APPROACH TO CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2400 DCT SNOOP LOM AND HOLD. (HOLD WEST, RIGHT TURNS, 076 INBOUND). NDB OR GPS RWY 26L, AMDT 2...CHG MISSED APPROACH TO CLIMB TO 2400 DCT SNOOP LOM AND HOLD. (HOLD WEST, RIGHT TURNS, 076 INBOUND).

**FDC 8/5892** /SUS/ FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. VOR OR GPS RWY 8R, AMDT 7A...VOR PORTION NA.

**FDC 7/5610** /SUS/ FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. VOR RWY 26L AMDT 5...PROC NA.

## TRENTON

### Trenton Muni

**FDC 7/2949** /TRX/ FI/T TRENTON MUNI, TRENTON, MO. NDB OR GPS RWY 18, AMDT 6A...CHG MISSED APPROACH TO READ, CLIMB TO 2200 THEN LEFT TURN DIRECT TRX NDB AND HOLD. NDB OR GPS RWY 36, AMDT 8A...CHG MISSED APPROACH TO READ, CLIMB TO 2200 THEN RIGHT TURN DIRECT TRX NDB AND HOLD.

## WEST PLAINS

### West Plains Muni

**FDC 7/7707** /UNO/ FI/T WEST PLAINS MUNI, WEST PLAINS, MO. GPS RWY 18, ORIG...S-18 MDA 1680/HAT 452 ALL CATS. CIRCLING MDA 1740/HAA 512 ALL CATS.

## WINDSOR

### Windsor Muni

■ RY 02/20 NOW 2655 FT BY 28 FT.(11/98)

## MONTANA

## BILLINGS

### Billings Logan Intl

**FDC 7/4400** /BIL/ FI/T BILLINGS LOGAN INTL, BILLINGS, MT. ILS RWY 10L, AMDT 24...VOR/DME RWY 28R AMDT 13...CIRCLING: CAT A MDA 4160/HAA 511, CAT B AND C MDA 4180/HAA 531. CAT D MDA 4220/HAA 571. VOR OR GPS-A AMDT 1...CIRCLING: CAT D MDA 4220/HAA 571. HI-ILS RWY 10L...HI-VOR/DME OR TA-

CAN RWY 28R...CIRCLING: CAT C MDA 4180/HAA 531, CAT D MDA 4220/HAA 571.

## BUTTE

### Bert Mooney

**FDC 8/4672** /BTM/ FI/T BERT MOONEY, BUTTE, MT. ILS RWY 15 AMDT 5...TERMINAL ROUTE HELENA /HLN/ VORTAC TO KETCH INT THEN, KETCH TO MAGIC INT NA.

**FDC 8/4671** /BTM/ FI/T BERT MOONEY, BUTTE, MT. LOC/DME RWY 15 AMDT 6B...TERMINAL ROUTE HELENA /HLN/ VORTAC TO KETCH INT, KETCH TO DOVAL INT AND DOVAL TO ZIPPER INT NA.

## DILLON

### Dillon

**FDC 8/7810** /DLN/ FI/T DILLON, DILLON, MT. VOR/DME OR GPS-B, AMDT 1...CHART DLN VORTAC R-005/16 DME, AS NOPT (IAF).

## FORSYTH

### Forsyth/Tillitt Field

**FDC 6/9233** /IS3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. GPS RWY 26, ORIG...PROC NA.

**FDC 6/7913** /IS3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. NDB OR GPS RWY 26 AMDT 2A...GPS PORTION NA.

## GREAT FALLS

### Great Falls Intl

**FDC 8/2514** /GTF/ FI/T GREAT FALLS INTL, GREAT FALLS, MT. HI-VOR /DME OR TACAN RWY 3 AMDT 2...S-3: CAT C MDA 4060 VIS 1/2 HAT 386, CAT D MDA 4060 VIS 1 HAT 386, CAT E MDA 4060 VIS 1 HAT 386. ADD NOTE: CAT D/E VIS INCREASED 1/4 MILE FOR INOP MALSR.

## HAVRE

### Havre City-County

**FDC 7/2791** /HVR/ FI/T HAVRE CITY-COUNTY, HAVRE, MT. VOR OR GPS RWY 7 AMDT 6...VOR OR GPS RWY 25 AMDT 8A...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NOT AUTHORIZED'.

## HELENA

### Helena Regional

**FDC 8/4254** /HLN/ FI/T HELENA REGIONAL, HELENA, MT. TAKEOFF MINIMUMS AND IFR DEPARTURE PROCEDURES: TAKEOFF MINIMUMS RWY 5: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 5800. RWY 9: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 275 FT PER NM TO 5700. RWY 23: 1700-2 OR STANDARD WITH MINIMUM CLIMB OF 560 FT PER NM TO 5800. RWY 27: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 5700. RWYS 16, 34 NA.

## LIVINGSTON

### Livingston/Mission Field

**FDC 6/7837** /LVM/ FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT. VOR OR GPS-A, AMDT 5...CHANGE PROCEDURE TURN RESTRICTION NOTE: MAINTAIN 10400 UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN.

**FDC 6/7792** /LVM/ FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT. VOR/DME OR GPS-B, AMDT

1...CHANGE MNM ALT FROM LVM VORTAC TO MODOC /IAF/ TO 10400. ADD NOTE: MAINTAIN 10400 UNTIL ESTABLISHED OUTBOUND FOR PROC TURN.

## MISSOULA

### Missoula Intl

**FDC 8/1374** /MSO/ FI/T MISSOULA INTL, MISSOULA, MT. ILS RWY 11 AMDT 10A...PROC NA.

## STEVENSVILLE

### Stevensville

**FDC 8/6437** /32S/ FI/P STEVENSVILLE, STEVENSVILLE, MT. CORRECT U.S. TERMINAL PROC, NW, VOL 1, DATED 13 AUG 98, PAGE C10, IFR DEP PROC FOR RWY 30: CLIMBING RIGHT TURN DIRECT MSO VOR/DME. CROSS MSO VOR/DME AT OR ABOVE MEA OR MCA FOR ROUTE OF FLIGHT.

## YELLOWSTONE

### West Yellowstone

**FDC 8/4286** /WYS/ FI/T YELLOWSTONE, WEST YELLOWSTONE, MT. ILS RWY 1, AMDT 3A...TERMINAL ROUTE DUNOIR (DNW) VOR/DME TO TARGY (LO) LOM NA.

**FDC 8/4285** /WYS/ FI/T YELLOWSTONE, WEST YELLOWSTONE, MT. NDB OR GPS RWY 1, AMDT 3A...TERMINAL ROUTE DUNOIR (DNW) VOR/DME TO TARGY (LO) LOM NA.

# NEVADA

## ELKO

### Elko Muni-J.C. Harris Field

**FDC 8/4247** /EKO/ FI/T ELKO MUNI-J.C. HARRIS FIELD, ELKO, NV. VOR/DME OR GPS-B AMDT 2...CIRCLING MDA 6040/HAA 900, CAT A/B/C VIS CAT A/B 1 1/4.

## ELY

### Ely Airport-Yelland Field

**FDC 8/2290** /ELY/ FI/T ELY AIRPORT-YELLAND FIELD, ELY, NV. IFR TKOF MNMS AND DEP PROC...ADD RWY 18 TKOF MNMS 1000-3 OR STANDARD WITH MNM CLIMB OF 270 FT PER NM.

## LAS VEGAS

### Mc Carran Intl

**FDC 8/7850** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. ILS RWY 25R AMDT 16B...RADAR OR DME REQUIRED. SIDESTEP RWY 25L VIS CAT C 1 1/2, CATS D/E 2.

**FDC 8/7838** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR RWY 25L/R, AMDT 1...PROC NA.

**FDC 8/6687** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES TAKE-OFF MNMS: RWY 1L, 1R, 400-1 OR STD WITH MNM CLIMB OF 410 FT PER NM TO 2600. TEMP CRANE 2410 MSL 1.13 NM NE RWY 19R.

**FDC 8/6072** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR/DME RWY 1R ORIG-A...PROC NA.

**FDC 8/5518** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. ADD TAKE-OFF MINIMUMS FOR RWY 19R: 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 360

FT PER NM TO 2500'. TEMP 130 FT AGL CRANE 3631 FT SW DEPARTURE END OF RUNWAY.

**FDC 8/3656** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. TKOF MNMS AND DEP PROC...TKOF MNMS: RWYS 1L, 1R 2100-2 OR STANDARD WITH MNM CLIMB OF 400 FT PER NM TO 6000 FT. RWYS 7L, 7R, 19L, 19R 3400-2 OR STANDARD WITH MNM CLIMB OF 400 FT PER NM TO 6000 FT. DEP PROC: RWYS 1L, 1R, 7L, 7R, 19L, 19R, 25L, 25R - CLIMB TO 3500 THEN CLIMBING RIGHT TURN DIRECT LAS VEG VORTAC, CROSS LAS VEGAS VORTAC AT OR ABOVE 6000 FT. CLIMB IN HOLDING PATTERN (S, RT, 346 DEGREES INBOUND) TO ASSIGNED ALTITUDE OR AIRWAY MEA.

### North Las Vegas

**FDC 8/3910** /VGT/ FI/T NORTH LAS VEGAS, LAS VEGAS, NV. TKOF MNMS AND DEP PROC...TKOF MNMS: RWYS 7, 12 1000-2 OR STANDARD WITH MINIMUM CLIMB GRADIENT OF 320 FT PER NM TO 3400 FT. DEP PROC: RWYS 7, 12 TURN RIGHT. RWYS 25, 30 TURN LEFT. ALL AIRCRAFT CLIMB VIA HEADING 220 DEGREES AND LAS R-300 TO LAS VEGAS VORTAC. CROSS LAS VORTAC AT 4000, EXPECT RADAR VECTORS.

## MESQUITE

### Mesquite

**FDC 7/6237** /67L/ FI/T MESQUITE, MESQUITE, NV. VOR/DME OR GPS-A ORIG...PROC NA.

## RENO

### Reno/Tahoe Intl

**FDC 7/7605** /RNO/ FI/T RENO/TAHOE INTL, RENO, NV. IFR TAKE-OFF MNMS AND DEP PROC AMDT 2...TKOF MNMS: RWY 7: NA. RWY 16L: CATS A/B, 1800-2 OR STANDARD WITH A MNM CLIMB OF 610 FT PER NM TO 6600 FT. CATS C/D, 2800-2 OR STANDARD WITH A MNM CLIMB OF 610 FT PER NM TO 7700 FT. RWY 16R: CATS A/B, 1800-2 OR STANDARD WITH A MNM CLIMB OF 490 FT PER NM TO 6600 FT. CATS C/D, 2800-2 OR STANDARD WITH A MNM CLIMB OF 490 FT PER NM TO 7700 FT. RWY 25: CATS A/B, 1700-2 OR STANDARD WITH A MNM CLIMB OF 300 FT PER NM TO 6600 FT. CATS C/D, 4000-2 OR STANDARD WITH A MNM CLIMB OF 510 FT PER NM TO 8900 FT. RWY 34L/R: 1900-2 OR STANDARD WITH A MNM CLIMB OF 330 FT PER NM TO 5000 FT THEN 270 FT PER NM TO 6700 FT. RWY 7: NA. RWY 16L/R: CLIMB VIA I-RNO SOUTH COURSE TO 5500 FT, THEN CLIMBING LEFT TURN DIRECT FMG VORTAC. RWY 25: TURN RIGHT; CLIMB DIRECT FMG VORTAC. RWY 34L/R: CLIMB VIA I-RNO NORTH COURSE TO 7500 FT, THEN CLIMBING RIGHT TURN DIRECT FMG VORTAC. ALL ACFT CROSS FMG VORTAC AT OR ABOVE 8000 FT. ALL ACFT CLIMB IN FMG VORTAC HOLDING PATTERN (HOLD NE, LEFT TURNS, 221 DEGREES INBOUND) TO DEPART FMG VORTAC: R-260 CW R-170 AT OR ABOVE 10,000 FT, R-171 CW R-195 AT OR ABOVE 10,500 FT R-196 AT OR ABOVE 10,500 FT, R-196 CW R-259 AT OR ABOVE 12,000 FT.

# NEW HAMPSHIRE

## CONCORD

### Concord Muni

**FDC 6/7712** /CON/ FI/T CONCORD MUNI, CONCORD, NH. IFR TKOF MNMS AND DEP PROC...CHANGE TKOF MNMS RWY 30 TO READ: 500-1 OR STANDARD WITH MNM CLIMB OF 220 FT PER NM TO 1100.

## LEBANON

### Lebanon Muni

**FDC 8/6675** /LEB/ FI/T LEBANON MUNI, LEBANON, NH. ILS RWY 18, AMDT 4A...TCH: 42 FEET.

## MANCHESTER

### Manchester

**FDC 8/2029** /MHT/ FI/T MANCHESTER, MANCHESTER, NH. VOR RWY 17 ORIG-A...PROC NA.

## PORTSMOUTH

### Pease Intl Tradeport

**FDC 8/4964** /PSM/ FI/T PEAPE INTL TRADEPORT, PORTSMOUTH, NH. GPS RWY 16 ORIG...S-16: VIS CATS A/B/C RVR 2400 CAT D RVR 5000. MAP TO THR DISTANCE 0.13 NM. VOR OR TACAN RWY 16 AMDT 4...S-16: VIS CATS A/B/C RVR 2400 CATS D/E RVR 5000. MAP TO THR DISTANCE 0.62 NM. RADAR INSTRUMENT APPROACH MNMS...PAR RWY 16...PROC NA.

## NEW JERSEY

## ATLANTIC CITY

### Atlantic City Muni/Bader Field

**FDC 8/5964** /AIY/ FI/T ATLANTIC CITY MUNI/BADER FIELD, ATLANTIC CITY, NJ. VOR OR GPS RWY 11 AMDT 4...DELETE 175K SPEED RESTRICTION FROM FUNNI INT HOLDING PATTERN.

## NEWARK

### Newark Intl

**FDC 8/7828** /EWR/ FI/T NEWARK INTL, NEWARK, NJ. ILS RWY 4L AMDT 11D...S-ILS 4L DH 306/HAT 295 ALL CATS. VIS ALL CATS RVR 4000. S-LOC 4L VIS CAT A/B RVR 4000. COPTER ILS/DME RWY 4L ORIG...H-ILS 4L DH 306/HAT 295 VIS RVR 4000. H-LOC 4L VIS RVR 4000. TEMP CRANE 153 FT MSL 4235 FT SSW RWY 4L.

**FDC 8/7695** /EWR/ FI/T NEWARK INTL, NEWARK, NJ. ILS RWY 4L AMDT 11D...ILS RWY 4R AMDT 10...ILS RWY 4R AMDT 10 (CAT II)...ILS RWY 4R AMDT 10 (CAT III)...DME AND RADAR REQUIRED.

**FDC 8/7694** /EWR/ FI/T NEWARK INTL, NEWARK, NJ. NDB OR GPS RWY 4R AMDT 5B...NDB OR GPS RWY 4L AMDT 9C...NDB PORTION NA.

**FDC 8/7092** /EWR/ FI/T NEWARK INTL, NEWARK, NJ. ILS RWY 4R (CAT II) AMDT 10...ILS RWY 4R (CAT III) AMDT 10...DISTANCE TO THRESHOLD FROM MMM 2614 FT. MNM GLIDESLOPE INTERCEPT ALT AT MM 204.3 FT.

**FDC 7/7564** /EWR/ FI/T NEWARK INTL, NEWARK, NJ. ILS RWY 22R AMDT 1...PROC NA.

## ROBBINSVILLE

### Trenton-Robbinsville

**FDC 8/5924** /N87/ FI/T TRENTON-ROBBINSVILLE, ROBBINSVILLE, NJ. VOR RWY 29 AMDT 10A...DELETE 175K SPEED RESTRICTION FROM ROBBINSVILLE /RBV/ VORTAC HOLDING PATTERN.

## TETERBORO

### Teterboro

**FDC 8/7696** /TEB/ FI/T TETERBORO, TETERBORO, NJ. ILS RWY 6 AMDT 28A...DME REQUIRED. COPTER ILS

RWY 6 ORIG-A...RADAR AND DME REQUIRED. VOR RWY 24 ORIG...RADAR, ADF AND DME REQUIRED.

## NEW MEXICO

## ALBUQUERQUE

### Albuquerque/Double Eagle II

**FDC 8/1794** /AEG/ FI/T ALBUQUERQUE/DOUBLE EAGLE II, ALBUQUERQUE, NM. ILS RWY 22 AMDT 1A...NOTE: ADF OR RADAR REQUIRED.

### Albuquerque International Sunport

**FDC 8/4818** /ABQ/ FI/T ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. ILS RWY 3, ORIG-A...ILS RWY 8, AMDT 5...NDB OR GPS RWY 35, AMDT 7...CIRCLING CAT D MDA 6060/HAA 708. CAT D VIS 2 1/4. VOR OR TACAN OR GPS RWY 8, AMDT 19...DME MINIMA CIRCLING CAT D MDA 6060/HAA 708. CAT D VIS 2 1/4. RADAR 1, AMDT 20A...HI-ILS RWY 8...HI-TACAN RWY 8...CIRCLING CAT D/E MDA 6060/HAA 708. CAT D VIS 2 1/4, CAT E VIS 2 1/2. TEMPORARY CRANE 5752 MSL 1.82 NM E OF RWY 26.

## ARTESIA

### Artesia Muni

**FDC 8/5271** /ATS/ FI/T ARTESIA MUNI, ARTESIA, NM. NDB OR GPS RWY 30, AMDT 3...S-30 MDA 4000/HAT 452 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT A MDA 4000/HAA 452. TEMPORARY OIL RIG 3649 MSL 3033 FT SE OF RWY 30.

## CARLSBAD

### Cavern City Air Terminal

**FDC 4/7121** /CNM/ FI/T CAVERN CITY AIR TERMINAL, CARLSBAD, NM. ILS RWY 3 AMDT 4...VOR/DME RNAV OR GPS RWY 14R AMDT 2...VOR OR GPS RWY 32L AMDT 5...WHEN LCL ALTM NOT RECEIVED PROC NA.

## DEMING

### Deming Muni

**FDC 8/6790** /DMN/ FI/T DEMING MUNI, DEMING, NM. GPS RWY 4, ORIG...CHANGE MISSED APPROACH INSTRUCTIONS TO CLIMBING RIGHT TURN TO 6700 VIA 068 COURSE TO EJGOB WP AND HOLD.

## FARMINGTON

### Four Corners Regional

**FDC 7/0291** /FMN/ FI/T FOUR CORNERS REGIONAL, FARMINGTON, NM. VOR/DME OR GPS RWY 7, AMDT 3A...CHANGE MISSED APPROACH INSTRUCTIONS TO: CLIMB TO 8500 DIRECT FMN VORTAC AND HOLD.

## GALLUP

### Gallup Muni

**FDC 7/5696** /GUP/ FI/T GALLUP MUNI, GALLUP, NM. LOC RWY 6, AMDT 3A...S-LOC MDA 7280/HAT 817 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 7280/HAA 811 CATS A, B AND C. CAT C VIS 2 1/2.

## LOVINGTON

### Lea County-Zip Franklin Memorial

**FDC 8/0911** /E06/ FI/T LEA COUNTY-ZIP FRANKLIN MEMORIAL, LOVINGTON, NM. GPS RWY 3, ORIG...S-3 MDA 4540/HAT 565 ALL CATS. CAT C VIS 1 1/2. CIRCLING CAT A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602. CAT C VIS 1 3/4. VOR/DME RNAV RWY 3, ORIG...CIRCLING CAT A/B MDA 4560/HAA 582, CAT C

MDA 4580/HAA 602. CAT C VIS 1 3/4. GPS RWY 21, ORIG...S-21 MDA 4480/HAT 510 ALL CATS. CAT C VIS 1 1/2. CIRCLING CAT A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602. CAT C VIS 1 3/4. NUMEROUS TEMPORARY OIL RIGS ON AND IN VICINITY OF AIRPORT.

## **RATON**

### **Raton Muni/Crews Field**

**FDC 6/1974** /RTN/ FI/T RATON MUNI/CREWS FIELD, RATON, NM. GPS RWY 25 ORIG...S-25 NA.

## **ROSWELL**

### **Roswell Industrial Air Center**

**FDC 8/5409** /ROW/ FI/T ROSWELL INDUSTRIAL AIR CENTER, ROSWELL, NM. HI-VOR/DME-A OR TACAN-A...RADAR REQUIRED. HIGH ALTITUDE TEARDROP PENETRATION NOT AUTHORIZED.

## **SILVER CITY**

### **Silver City/Grant county**

**FDC 8/7456** /SVC/ FI/T SILVER CITY/GRANT COUNTY, SILVER CITY, NM. S-26 MDA 5740/HAT 361 ALL CATS, VIS CAT D 1 1/4. TEMPORARY CRANES 5480 MSL, 1.4 NM E OF RWY 26.

## **TAOS**

### **TAOS MUNI**

**FDC 7/0323** /SKX/ FI/T TAOS MUNI, TAOS, NM. NDB RWY 4, ORIG-B...PROCEDURE TURN COMPLETION ALTITUDE 9200. S-4 MDA 8440/HAT 1372 ALL CATS. CIRCLING MDA 8440/HAA 1349 ALL CATS. NDB/VOR MINIMA N/A.

# **NEW YORK**

## **AKRON**

### **Akron**

**FDC 7/7746** /9G3/ FI/T AKRON, AKRON, NY. VOR OR GPS RWY 7 AMDT 3...VOR PORTION NA.

**FDC 7/7719** /9G3/ FI/T AKRON, AKRON, NY. VOR/DME OR GPS RWY 25 AMDT 4...VOR/DME PORTION NA.

## **ALBANY**

### **Albany County**

**FDC 8/4412** /ALB/ FI/T ALBANY INTL, ALBANY, NY. VOR/DME OR GPS RWY 1 AMDT 10...VOR/DME PORTION NA. VOR RWY 1 AMDT 19A...PROC NA. VOR OR GPS RWY 19 AMDT 19A...VOR PORTION NA.

## **ALBION**

### **Pine Hill**

**FDC 7/1992** /9G6/ FI/T PINE HILL, ALBION, NY. VOR/DME OR GPS-A AMDT 3...VOR/DME PORTION NA.

## **BINGHAMTON**

### **Binghamton Regional/Edwin A Link Field**

**FDC 8/5016** /BGM/ FI/T BINGHAMTON REGIONAL/EDWIN A LINK FIELD, BINGHAMTON, NY. ILS RWY 16 AMDT 6...ILS RWY 34 AMDT 2...CIRCLING MDA 2100/HAA 464 CAT A. ALTN MNMS: STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED. VOR/DME OR GPS RWY 28 AMDT 9...VOR OR GPS RWY 10 AMDT 6...CIRCLING MDA 2100/HAA 464 CATS A/B/C. NDB OR GPS RWY 34 AMDT 17...ALTN MNMS: STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED.

## **BROCKPORT**

### **Ledgedale Airpark**

**FDC 8/6204** /7G0/ FI/T LEDGEDALE AIRPARK, BROCKPORT, NY. GPS RWY 28 ORIG...PROC NA AT NIGHT.

## **BUFFALO**

### **Buffalo Airfield**

**FDC 7/1807** /9G0/ FI/T BUFFALO AIRFIELD, BUFFALO, NY. VOR OR GPS RWY 24 AMDT 6B...VOR PORTION NA.

### **Buffalo Niagara Intl**

**FDC 8/0423** /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. VOR/DME RNAV OR GPS RWY 23 ORIG...VOR/DME RNAV OR GPS RWY 32 AMDT 5A...VOR/DME RNAV PORTION NOT AUTHORIZED.

**FDC 7/8075** /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. NDB OR GPS RWY 5 AMDT 10A... NDB PORTION RADAR REQUIRED. NDB PORTION TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO PLAZZ /GB/ LOM NA. NDB PORTION TERMINAL ROUTE FROM DUNKIRK /DKK/ VORTAC TO ABURG INT NA. NDB PORTION TERMINAL ROUTE FROM ABURG INT TO PLAZZ /GB/ LOM NA. NDB PORTION MISSED APPROACH: CLIMB RWY HEADING TO 4000, EXPECT RADAR VECTORS.

**FDC 7/8074** /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. ILS RWY 5 AMDT 13A...RADAR REQUIRED. TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO PLAZZ /GB/ LOM NA. TERMINAL ROUTE FROM DUNKIRK /DKK/ VORTAC TO ABURG INT NA. TERMINAL ROUTE FROM ABURG INT TO PLAZZ /GB/ LOM NA. MISSED APPROACH: CLIMB RWY HEADING TO 4000, EXPECT RADAR VECTORS.

**FDC 7/7716** /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. ILS RWY 23 AMDT 28B...NDB RWY 23 AMDT 15A...RADAR REQUIRED. MISSED APPROACH: CLIMB RUNWAY HEADING TO 4000, EXPECT RADAR VECTORS.

**FDC 7/7715** /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. VOR OR GPS-A AMDT 17A...VOR PORTION NOT AUTHORIZED.

## **EAST HAMPTON**

### **East Hampton**

**FDC 8/7895** /HTO/ FI/T EAST HAMPTON, EAST HAMPTON, NY. VOR/DME RNAV OR GPS RWY 28 AMDT 2...S-28 MDA 460/HAT 413 ALL CATS. VIS CAT A/B 1. CAT C/D 1 1/4. CIRCLING MDA 560/HAA 504 CAT A/B/C. MDA 620/HAA 564 CAT D. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2. WESTHAMPTON BEACH ALSTG MNMS: S-28 MDA 500/HAT 453 ALL CATS VIS CAT A/B 1. CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 600/HAA 544 CAT A/B/C. MDA 620/HAA 564 CAT D. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2.

## **ELMIRA**

### **Elmira/Corning Regional**

**FDC 8/3194** /ELM/ FI/T ELMIRA/CORNING REGIONAL, ELMIRA, NY. ILS RWY 24 AMDT 17...ADF REQUIRED.

## **ISLIP**

### **Long Island MacArthur**

**FDC 8/6082** /ISP/ FI/T LONG ISLAND MAC ARTHUR, ISLIP, NY. ILS RWY 6 AMDT 21A...S-ILS 6 VIS RVR 2400 ALL CATS. S-LOC 6 VIS CAT A/B/C RVR 2400, CAT D 4000. NDB OR GPS RWY 6 AMDT 18...S-6 MDA 580/HAT 486 ALL CATS, VIS CAT A/B/C RVR 4000, CAT D 6000. ILS RWY 24 AMDT 1...MNM ALTRIZER OM 1400 LOC ONLY.

S-ILS 24 VIS RVR 2400 ALL CATS. S-LOC 24 VIS CAT A/B RVR 2400, CAT C/D 4000.

## MALONE

### Malone-Dufort

**FDC 8/6798** /MAL/ FI/T MALONE-DUFORT, MALONE, NY. TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 14, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 220 FT PER NM TO 1100. RWY 23, 500-1 OR STANDARD WITH MINIMUM CLIMB OF 240 FT PER NM TO 1400. DEPARTURE PROCEDURE: RWY 5, 14, 23, 32, AIRCRAFT DEPARTING V282 NORTHBOUND AND V98 NORTHEASTBOUND CLIMB VIA HEADING 050 TO 2500 BEFORE PROCEEDING ON COURSE. ALL OTHER DIRECTIONS CLIMB TO 2000 VIA HEADING 300 BEFORE PROCEEDING ON COURSE.

## MONTAUK

### Montauk

**FDC 8/7588** /MTP/ FI/T MONTAUK, MONTAUK, NY. VOR OR GPS RWY 6 AMDT 3...VOR PORTION DME REQUIRED.

**FDC 8/7588** /MTP/ FI/T MONTAUK, MONTAUK, NY. VOR OR GPS RWY 6 AMDT 3...VOR PORTION DME REQUIRED.

## MONTICELLO

### Monticello

**FDC 8/5881** /N37/ FI/T MONTICELLO, MONTICELLO, NY. VOR/DME OR GPS RWY 1 AMDT 3...DELETE 175K SPEED RESTRICTION FROM VALID/HUO 8 DME HOLDING PATTERN.

## NEW YORK

### JOHN F KENNEDY INTL

**FDC 8/7817** /JFK/ FI/T JOHN F. KENNEDY INTL, NEW YORK, NY. ILS RWY 4L AMDT 9...ILS RWY 22L AMDT 22A...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 2000, EXPECT RADAR VECTORS. ILS RWY 12L AMDT 14B...MISSED APPROACH: CLIMB TO 500, THEN CLIMBING LEFT TURN TO 4000 DIRECT DPK VOR/DME AND HOLD. ILS RWY 31L AMDT 9C...MISSED APPROACH: CLIMB TO 500, THEN CLIMBING LEFT TURN TO 2000 VIA HEADING 180, EXPECT RADAR VECTORS. VOR OR FMS OR GPS RWY 13L/13R AMDT 18...MISSED APPROACH: AT OR BEYOND MAP, CLIMBING RIGHT TURN TO 4000 VIA HEADING 100 AND DPK R-258 TO DPK VOR/DME AND HOLD OR AS ASSIGNED BY ATC. VOR PORTION: DME REQUIRED.

**FDC 8/5851** /JFK/ FI/T JOHN F. KENNEDY INTL, NEW YORK, NY. ILS RWY 13L AMDT 14B...ILS RWY 13L (CAT II) AMDT 14B...TCH 45.

### La Guardia

**FDC 8/7697** /LGA/ FI/T LA GUARDIA, NEW YORK, NY. ILS RWY 22 AMDT 18...LDA-A AMDT 2...DME AND RADAR REQUIRED. VOR RWY 4 AMDT 2...ADF AND DME REQUIRED. VOR OR GPS-F AMDT 2...VOR PORTION DME REQUIRED. NDB OR GPS RWY 22 AMDT 12...NDB PORTION DME AND RADAR REQUIRED.

## NIAGARA FALLS

### Niagara Falls Intl

**FDC 7/7761** /IAG/ FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS 1 RWY 28R, AMDT 22. TACAN RWY 28R...TERMINAL ROUTE FROM BUFFALO (BUF) VOR/DME TO DIONE/IAG 12 DME NOT AUTHORIZED.

**FDC 7/7712** /IAG/ FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. HI-ILS 1 RWY 28R...HI-TACAN RWY 28R...TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO WAPUM/IAG 29 DME NA.

## NORWICH

### Lt. Warren Eaton

**FDC 8/7809** /OIC/ FI/T LT WARREN EATON, NORWICH, NY. VOR/DME RNAV OR GPS RWY 19 AMDT 2...VOR/DME RNAV PORTION NA.

## OLEAN

### Cattaraugus-Olean

**FDC 8/0020** /OLE/ FI/T CATTARAUGUS-OLEAN, OLEAN, NY. VOR/DME RNAV RWY 22 AMDT 4A...TERMINAL ROUTE BUFFALO /BUF/ VOR/DME, NY TO STEHL WP, NY NOT AUTHORIZED.

## POUGHKEEPSIE

### Dutchess County

**FDC 8/5101** /POU/ FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6 AMDT 5A...CIRCLING MDA 840/HAA 675 CATS B/C/D, VIS CAT C 2, CAT D 2 1/4. ALTN MNMS: STANDARD EXCEPT CAT B/C 700-2 (ILS), CAT D 800-2 1/4 (ILS/LOC), NA WHEN CONTROL TOWER CLOSED. VOR/DME RWY 6 AMDT 5A...VOR/DME OR GPS RWY 24 AMDT 3A...VOR OR GPS-A AMDT 10...VOR/DME RNAV OR GPS RWY 6 AMDT 5...CIRCLING MDA 840/HAA 675 CATS B/C/D VIS CAT C 2 CAT D 2 1/4. ALTN MNMS: STANDARD EXCEPT CAT D 800-2 1/4.

## SARATOGA SPRINGS

### Saratoga County

**FDC 8/2772** /5B2/ FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. VOR OR GPS-A AMDT 5...VOR PORTION DME REQUIRED.

## WHITE PLAINS

### Westchester County

**FDC 8/6092** /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. ILS RWY 16 AMDT 22A...S-ILS 16 VIS RVR 1800 ALL CATS.

**FDC 8/4714** /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. COPTER ILS/DME 162 DEGREE ORIG...S-LOC NA.

**FDC 7/6948** /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. COPTER ILS/DME 162 DEGREES, ORIG...S-LOC MDA/HAT 980/541. 720 MSL CRANE 1.6 NM FROM RWY 16 THLD ON CENTERLINE.

## NORTH CAROLINA

## CHARLOTTE

### Charlotte/Douglas

**FDC 8/7094** /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS RWY 23, ORIG...S-ILS 23 MINIMUMS NA.

**FDC 8/7077** /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. NDB RWY 5, AMDT 31...S-5: MDA 1220/HAT 504 ALL CATS. VIS CAT C RVR 5000. ALTERNATE MINIMUMS NA.

**FDC 8/7076** /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS RWY 23, ORIG...S-ILS 23: VIS RVR 4000 ALL CATS. S-LOC 23: MDA 1400/HAT 652 ALL CATS. VIS CAT A/B RVR 5000. CAT C 1 3/4. CAT D 2. CIRCLING: MDA 1400/HAA 651 ALL CATS. VIS CAT C 1 3/4.

## EDENTON

### Northeastern Regional

**FDC 8/7258** /EDE/ FI/P NORTHEASTERN REGIONAL, EDENTON, NC. GPS RWY 1, ORIG-A...DELETE NOTE: USE ELIZABETH ALTIMETER SETTING, WHEN ELIZABETH CONTROL TOWER CLOSED, PROCEDURE NOT AUTHORIZED. THIS IS GPS RWY 1, ORIG-B.

**FDC 8/7257** /EDE/ FI/P NORTHEASTERN REGIONAL, EDENTON, NC. NDB OR GPS RWY 19, AMDT 5B...CIRCLING HAA 760 ALL CATS. DELETE NOTE: USE ELIZABETH SETTING, WHEN ELIZABETH CONTROL TOWER CLOSED, PROCEDURE NOT AUTHORIZED. THIS IS NDB OR GPS RWY 19, AMDT 5C.

**FDC 8/7256** /EDE/ FI/P NORTHEASTERN REGIONAL, EDENTON, NC. NDB OR GPS RWY 5, AMDT 4B...CIRCLING HAA 560 ALL CATS. DELETE NOTE: USE ELIZABETH ALTIMETER SETTING, WHEN ELIZABETH CONTROL TOWER CLOSED, PROCEDURE NOT AUTHORIZED. THIS IS NDB OR GPS RWY 5, AMDT 4C.

## ELIZABETH CITY

### Elizabeth City Coast Guard Air Station/Muni

**FDC 8/3270** /ECG/ FI/T ELIZABETH CITY COAST GUARD AIR STATION/MUNI, ELIZABETH CITY, NC. DEPARTURE PROCEDURE: WHEN TETHERED BALLOON LOCATED APPROXIMATELY 2NM SE OF AIRPORT IS FLYING: RWY 1, 10, 28: CLIMB RWY HEADING TO 4000 BEFORE TURNING SOUTH. RWY 19: CLIMB TO 4000 VIA HEADING 270 BEFORE PROCEEDING ON COURSE.

## ELIZABETHTOWN

### Elizabethtown

**FDC 8/4744** /4W1/ FI/T ELIZABETHTOWN, ELIZABETHTOWN, NC. NDB OR GPS RWY 33 ORIG...TRANSITION ROUTE FROM RAPEN INT TO TGQ NDB NA.

## GREENSBORO

### Piedmont Triad Intl

**FDC 8/4292** /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR/DME OR GPS RWY 32, AMDT 3A...VOR/DME PORTION NOT AUTHORIZED.

**FDC 8/1371** /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR/DME OR GPS RWY 23 AMDT 9A...S-23 MDA 1300/HAT 410 ALL CATS. VIS A/B/C RVR 4000. NOTE: FOR INOP ALSF-2, INCREASE S-23 CAT A/B VIS TO RVR 5000.

**FDC 7/6178** /GSO/ FI/P PIEDMONT TRIAD INTL, GREENSBORO, NC. NDB OR GPS RWY 14 AMDT 15A...S-14 MDA 1440/HAT 514 ALL CATS. VIS RVR CAT C 5000, CAT D 1 1/2. CIRCLING MDA 1440/HAA 514 CAT A. THIS IS NDB OR GPS RWY 14, AMDT 15B.

**FDC 7/6177** /GSO/ FI/P PIEDMONT TRIAD INTL, GREENSBORO, NC. RADAR-1, AMDT 9A...S-14 MDA 1380/HAT 454 ALL CATS. CIRCLING MDA 1380/HAA 454 CAT A. THIS IS RADAR 1, AMDT 9B.

## KINSTON

### Kinston Regional Jetport at Stallings Field

**FDC 7/6355** /ISO/ FI/T KINSTON REGIONAL JETPORT AT STALLINGS FIELD, KINSTON, NC. VOR/DME OR GPS RWY 5, AMDT 12. VOR/DME PORTION NA.

## LUMBERTON

### Lumberton Muni

**FDC 7/4636** /LBT/ FI/T LUMBERTON MUNI, LUMBERTON, NC. VOR RWY 5, AMDT 8...PROC NA.

**FDC 7/4635** /LBT/ FI/T LUMBERTON MUNI, LUMBERTON, NC. VOR OR GPS RWY 13, AMDT 9...VOR PORTION NA.

## MANTEO

### Dare County Regional

**FDC 8/3556** /MQI/ FI/T DARE COUNTY REGIONAL, MANTEO, NC. VOR OR GPS RWY 17, AMDT 3A...PROC TURN ALT 2000. MIN ALT: RBX 4.0 DME 1100. S-17 MDA 1100/HAT 1086 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1100/HAA 1086 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. DME MINIMUMS: S-17 MDA 440/HAT 426 ALL CATS. VIS CAT C 1 1/4. MISSED APPROACH INSTRUCTIONS: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 DIRECT RBX VOR/DME AND HOLD. NDB RWY 17, AMDT 4A...PROC TURN ALT 2000. MISSED APPROACH INSTRUCTIONS: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 DIRECT MQI NDB AND HOLD.

**FDC 8/1576** /MQI/ FI/T DARE COUNTY REGIONAL, MANTEO, NC. TAKE-OFF MINIMUMS: CHANGE ALL REFERENCES TO RWY 16 TO RWY 17, RWY 10 CLOSED.

## MAXTON

### Laurinburg-Maxton

**FDC 7/2094** /MEB/ FI/T LAURINBURG-MAXTON, MAXTON, NC. ILS RWY 5 ORIG...S-LOC 5, MDA 740/HAT 524 ALL CATS. VIS CAT C 1 1/2, VIS CAT D 1 3/4. CIRCLING MDA 740/HAA 520 CATS A, B AND C. SIMMONS AAF ALTIMETER SETTING MINIMUMS S-LOC-5 MDA 800/HAT 584 ALL CATS. CIRCLING MDA 800/HAA 580 ALL CATS.

## NEW BERN

### Craven County Regional

**FDC 8/1884** /EWN/ FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. RADAR-1, AMDT 2A...ASR RWY 22 NOT AUTHORIZED.

**FDC 8/1182** /EWN/ FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. VOR OR GPS RWY 22, AMDT 1C...S-22 MINIMUMS NA. S-22 DME MINIMUMS NA.

## NORTH WILKESBORO

### Wilkes County

**FDC 7/4997** /UKF/ FI/T WILKES COUNTY, NORTH WILKESBORO, NC. GPS RWY 1 ORIG...TAKE-OFF MINIMUMS: RWY 1, 400-1 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 1700.

## PLYMOUTH

### Plymouth Muni

**FDC 8/7486** /PMZ/ FI/P PLYMOUTH MUNI, PLYMOUTH, NC. NDB OR GPS RWY 2, AMDT 2...CHANGE ALL REFERENCES TO RWY 2-20 TO RWY 3-21. DELETE NOTE: "ACTIVATE MRL RWYS 2-20 AND VASI RWY 2 AND 20 - CTAF." THIS IS NDB OR GPS RWY 3, AMDT 2A.

## RALEIGH/DURHAM

### Raleigh-Durham Intl

**FDC 7/6330** /RDU/ FI/P RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RADAR 1 AMDT 7B...S-23L VIS

4000 CATS A/B AND C; RVR 5000 CAT D. THIS IS RADAR 1 AMDT 7C.

## ROANOKE RAPIDS

### Halifax County

**FDC 8/3454** /RZZ/ FI/P HALIFAX COUNTY, ROANOKE RAPIDS, NC. NDB OR GPS RWY 5 AMDT 3...CIRCLING HAA 724 ALL CATS. CHART: ASOS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF. WHEN NOT AVAILABLE USE ROCKY MOUNT ALSTG AND INCREASE ALL MDA(S) 160 FT. WHEN ROCKY MOUNT ALTM NOT AVAILABLE PROC NOT AUTHORIZED. THIS IS NDB OR GPS RWY 5 AMDT 3A.

## ROXBORO

### Person County

**FDC 8/6114** /TDF/ FI/T PERSON COUNTY, ROXBORO, NC. LOC RWY 6, AMDT 2...DIST FAF TO MAP: 4.56. DIST FAF TO THLD: 4.56. MAP: 4.56 MILES AFTER HUR NDB OR AT I-TDF 1.0 DME TIME/DIST TABLE 60=4:36; 90=3:04, 120=2:18, 150=1:50; 180=1:32. NDB OR GPS RWY 6, AMDT 2A...DIST FAF TO MAP: 4.56. DIST FAF TO THLD: 4.56, MAP: 4.56 MILES AFTER HUR NDB TIME/DIST TABLE: 60=4:36, 90=3:04, 120=2:18, 150=1:50, 180=1:32.

## STATESVILLE

### Statesville Muni

**FDC 8/3764** /SVH/ FI/P STATESVILLE MUNI, STATESVILLE, NC. VOR/DME RWY 10, AMDT 7...MISSED APPROACH INSTRUCTIONS: CLIMB TO 3300 VIA BZM VOR/DME R-118 TO OWALT INT AND HOLD. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE CHARLOTTE ALSTG. DELETE CHARLOTTE ALSTG MINIMUMS. THIS IS VOR/DME RWY 10, AMDT 7A.

**FDC 8/3763** /SVH/ FI/P STATESVILLE MUNI, STATESVILLE, NC. GPS RWY 10 ORIG...MISSED APPROACH INSTRUCTIONS: CLIMB TO 3300 DIRECT OWALT WP AND HOLD. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE CHARLOTTE ALSTG. DELETE CHARLOTTE ALSTG MINIMUMS. THIS IS GPS RWY 10, ORIG-A.

## WADESBORO

### Anson County

**FDC 8/6558** /3A3/ FI/T ANSON COUNTY, WADESBORO, NC. DEPARTURE PROCEDURE: RWY 16: CLIMB RUNWAY HEADING TO 900 FT BEFORE TURNING WEST.

**FDC 8/3296** /3A3/ FI/P ANSON COUNTY, WADESBORO, NC. NDB OR GPS RWY 16, AMDT 1B...DELETE TERMINAL ROUTE FROM SDZ VORTAC TO AFP NDB. THIS IS NDB OR GPS RWY 16, AMDT 1C.

## WALLACE

### Henderson Field

**FDC 7/8498** /ACZ/ FI/T HENDERSON FIELD, WALLACE, NC. VOR/DME-A AMDT 4...PROC NA.

## WILMINGTON

### New Hanover Intl

**FDC 8/3168** /ILM/ FI/P NEW HANOVER INTL, WILMINGTON, NC. GPS RWY 24 ORIG...S-24 MDA 440/HAT 413 ALL CATS. VIS CAT C 1 1/4. THIS IS GPS RWY 24, ORIG-A.

## Wilmington Intl

**FDC 8/6334** /ILM/ FI/T WILMINGTON INTL, WILMINGTON, NC. LOC BC RWY 17, AMDT 6A...PROC NA.

**FDC 8/6220** /ILM/ FI/T WILMINGTON INTL, WILMINGTON, NC. GPS RWY 24, ORIG-A...GPS RWY 6, ORIG...NOTE: STRAIGHT-IN MINIMUMS NOT AUTHORIZED AT NIGHT WHEN CONTROL TOWER CLOSED.

## NORTH DAKOTA

## BOTTINEAU

### Bottineau Muni

**FDC 8/7578** /D09/ FI/P BOTTINEAU MUNI, BOTTINEAU, ND. GPS RWY 31, ORIG...CHANGE TERMINAL ROUTE BALTA/DVL 46 DME TO SINMU WP TO READ BALTA INT TO SINMU WP. THIS IS GPS RWY 31, ORIG-A.

## FARGO

### Hector Intl

**FDC 8/5031** /FAR/ FI/T HECTOR INTL, FARGO, ND. VOR/DME RNAV OR GPS RWY 13, AMDT 6...PROC NA.

## GRAND FORKS

### Grand Forks Intl ILS/DME Ry 35L

**FDC 8/7495** /GFK/ FI/T GRAND FORKS INTL, GRAND FORKS, ND. LOC BC RWY 17R, AMDT 12...CHANGE PROFILE NOTE: PROC TURN REMAIN WITHIN 10 NM. ADD NOTE: PROC TURN NA FOR CAT E.

## HAZEN

### Mercer County Regional

**FDC 8/7283** /HZE/ FI/T MERCER COUNTY REGIONAL, HAZEN, ND. NDB RWY 32, ORIG...PROC NA.

## MINOT

### Minot Intl

**FDC 8/5350** /MOT/ FI/T MINOT INTL, MINOT, ND. LOC BC RWY 13, AMDT 6...CHG PROFILE NOTE: PROCEDURE TURN REMAIN WITHIN 10 NM. ADD NOTE: PROCEDURE TURN NA FOR CAT E.

## OHIO

## CLEVELAND

### Cleveland-Hopkins Intl

**FDC 8/5496** /CLE/ FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. VOR/DME RNAV OR GPS RWY 18, AMDT 10...VOR/DME RNAV OR GPS RWY 36, AMDT 10...PROC NA.

## COLUMBUS

### Ohio State University

**FDC 7/6795** /OSU/ FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. GPS RWY 27L, ORIG-A...S-27L MDA 1600/HAT 697 ALL CATS. VIS CAT A/B 1, CAT C 2, CAT D 2-1/4. CIRCLING MDA 1600/HAA 694 ALL CATS. VIS CAT A/B 1, CAT C 2, CT D 2-1/4.

## DELAWARE

### Delaware Muni

**FDC 8/6248** /DLZ/ FI/T DELAWARE MUNI, DELAWARE, OH. NDB RWY 10, AMDT 4...GPS RWY 10, ORIG...VOR RWY 28, AMDT 5...GPS RWY 28, ORIG...S-10 MINIMUMS NA. S-28 MINIMUMS NA. PROCEDURES NA AT NIGHT.

**FDC 8/4263** /DLZ/ FI/T DELAWARE MUNI, DELAWARE, OH. VOR RWY 28, AMDT 5...NDB RWY 10, AMDT 4...GPS RWY 10, ORIG...GPS RWY 28, ORIG...LOCAL ALTIMETER MNMS: NA.

## HAMILTON

### Hamilton-Fairfield

**FDC 8/6946** /HAO/ FI/T HAMILTON-FAIRFIELD, HAMILTON, OH. GPS RWY 29, AMDT 1...S-29 MNMS NA. PROC NA AT NIGHT. NDB OR GPS-A, AMDT 2...PROC NA AT NIGHT.

## SHELBY

### Shelby Community

**FDC 8/7692** /12G/ FI/P SHELBY COMMUNITY, SHELBY, OH. VOR OR GPS-A, AMDT 4...DELETE: CLEVELAND ALTIMETER SETTING MNMS. DELETE NOTE: USE MANSFIELD ALTIMETER SETTING; WHEN NOT AVAILABLE, USE CLEVELAND ALTIMETER SETTING. ADD NOTE: USE MANSFIELD ALTIMETER SETTING. MSA FROM MANSFIELD (MFD) VORTAC 3000. THIS IS VOR OR GPS-A AMDT 4A.

## WASHINGTON COURT HOUSE

### Fayette County

**FDC 7/4499** /123/ FI/T FAYETTE COUNTY, WASHINGTON COURT HOUSE, OH. NDB OR GPS RWY 22, AMDT 3...STRAIGHT-IN MINIMUMS NA.

# OKLAHOMA

## ALTUS

### Altus Muni

**FDC 7/3573** /AXS/ FI/T ALTUS MUNI, ALTUS, OK. GPS RWY 17, ORIG...PROC NA.

**FDC 7/3572** /AXS/ FI/T ALTUS MUNI, ALTUS, OK. VOR/DME RNAV RWY 17, AMDT 1...PROC NA.

## CACHE

### Huscher Field

■ ARPT NO LONGER OPENED TO THE PUBLIC. (11/98)

## CLINTON

### Clinton-Sherman

**FDC 8/6774** /CSM/ FI/T CLINTON-SHERMAN, CLINTON, OK. GPS RWY 17R, ORIG...S-17R MDA 2340/HAT 418 ALL CATS. S-17R VIS CAT C 1 1/4, CAT E 1 1/2. HOBART ALSTG MNMS: S-17R MDA 2440/HAT 518. S-17R VIS CAT C 1 1/2, CAT D 1 3/4. TEMPORARY OIL RIG 2076 FT MSL 3858 FT NW OF RWY 17R.

## DUNCAN

### Halliburton Field

**FDC 8/7984** /DUC/ FI/P HALLIBURTON FIELD, DUNCAN, OK. VOR RWY 35, AMDT 10A...S-35 DME MNMS 1460/HAT 363 ALL CATS. MISSED APPROACH: CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT DUC VOR/DME AND HOLD. THIS IS VOR RWY 35, AMDT 10B.

## NORMAN

### University of Oklahoma/Westheimer

**FDC 8/7392** /OUN/ FI/P UNIVERSITY OF OKLAHOMA/WESTHEIMER, NORMAN, OK. VOR/DME RNAV OR GPS RWY 3, ORIG-B...S-3 MDA 1600/HAT 424 ALL CATS. CIRCLING CAT A MDA 1640/HAA 458, CATS B/C MDA 1660/HAA 478, CAT D MDA 1740/HAA 558. THIS IS VOR/DME RNAV OR GPS RWY 3, ORIG-C.

**FDC 8/7391** /OUN/ FI/P UNIVERSITY OF OKLAHOMA/WESTHEIMER, NORMAN, OK. NDB RWY 3, AMDT 5B...S-3 MDA 1700/HAT 524 ALL CATS. CIRCLING CATS A/B/C MDA 1700/HAA 518, CAT D MDA 1740/HAA 558. THIS IS NDB RWY 3, AMDT 5C.

## OKLAHOMA CITY

### Wiley Post

**FDC 8/2276** /PWA/ FI/T WILEY POST, OKLAHOMA CITY, OK. VOR OR GPS RWY 35R, AMDT 2...VOR PORTION NA.

## POTEAU

### Robert S. Kerr

**FDC 8/0701** /RKR/ FI/T ROBERT S. KERR, POTEAU, OK. VOR/DME RWY 36, AMDT 4...PROC NA.

## SAND SPRINGS

### William R. Pogue Muni

**FDC 8/2005** /0F8/ FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. NDB RWY 35, AMDT 2...MISSED APPROACH INSTRUCTIONS: CLIMBING LEFT TURN TO 2400 VIA HEADING 190 EXPECT RADAR VECTORS.

**FDC 8/2003** /0F8/ FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. VOR OR GPS-A, AMDT 1A...DME AND RADAR REQUIRED.

## SHAWNEE

### Shawnee Muni

**FDC 8/7046** /SNL/ FI/P SHAWNEE MUNI, SHAWNEE, OK. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 1 OF 4, DATED 8 OCT 1998, PAGE 320, ILS RWY 17, ORIG...PLAN VIEW: I-HNQ LOCALIZER FREQ. SHOULD READ 108.75 VICE 108.78.

## TULSA

### Richard Lloyd Jones Jr.

**FDC 8/4197** /RVS/ FI/T RICHARD LLOYD JONES JR., TULSA, OK. ILS RWY 1L, ORIG...S-1L DH 877/252. TEMPORARY CRANE 879 FT NE OF RWY 1L.

**FDC 8/2006** /RVS/ FI/T RICHARD LLOYD JONES JR., TULSA, OK. ILS RWY 1L, ORIG...VOR RWY 1L, AMDT 4...CHG MISSED APPROACH INSTRUCTIONS: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2400 VIA HEADING 280 EXPECT RADAR VECTORS.

### Tulsa Intl

**FDC 8/2004** /TUL/ FI/T TULSA INTL, TULSA, OK. ILS RWY 18L, AMDT 13B...ILS RWY 18R, AMDT 6A...ILS RWY 36R, AMDT 28B...NDB OR GPS RWY 18L, AMDT 10A...NDB OR GPS RWY 36R, AMDT 19D...CHG MISSED APPROACH INSTRUCTIONS: CLIMB TO 2500 EXPECT RADAR VECTORS.

**FDC 8/1887** /TUL/ FI/T TULSA INTL, TULSA, OK. HI-NDB OR ILS RWY 36R...DME MNMS: S-NDB 36R - MDA 1220/HAT 571 ALL CATS. VIS CAT C 1. CIRCLING: CAT C MDA 1220/HAA 543.

**FDC 8/1764** /TUL/ FI/P TULSA INTL, TULSA, OK. RADAR-1, AMDT 17...S-36L MDA 1180/HAT 503 ALL CATS.



VIS CAT C 1 1/2. CIRCLING CAT A/B/C MDA 1180/HAA 503. THIS IS RADAR-1, AMDT 17A.

## OREGON

### **ASTORIA**

#### **Astoria Regional**

**FDC 8/0589** /AST/ FI/T ASTORIA REGIONAL, ASTORIA, OR. VOR OR GPS RWY 8 AMDT 11...S-8 MDA 740/HAT 730 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING CAT A MDA 740, HAA 729, CAT D MDA 900 VIS 3, HAA 889. ALTERNATE MINIMUMS: CAT D 900-3.

### **GRANTS PASS**

#### **Grants Pass**

**FDC 8/5971** /358/ FI/T GRANTS PASS, GRANTS PASS, OR. GPS-A, ORIG...CIRCLING MDA 3300/HAA 2174 CAT A/B. TERMINAL ROUTE: KOLER INT TO ROKSY WP ALT 6600.

### **NEWPORT**

#### **NEWPORT MUNI**

**FDC 7/3953** /ONP/ FI/P NEWPORT MUNI, NEWPORT, OR. ILS RWY 16 ORIG-A...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 3000 DIRECT AG-GET LOM/ONP 6 DME AND HOLD. THIS IS ILS RWY 16 ORIG-B.

**FDC 7/1887** /ONP/ FI/T NEWPORT MUNI, NEWPORT, OR. ILS RWY 16, ORIG...LOC UNUSABLE FROM MM INBD.

### **NORTH BEND**

#### **North Bend Muni**

**FDC 7/3863** /OTH/ FI/T NORTH BEND MUNI, NORTH BEND, OR. ILS RWY 4 AMDT 5...ADF REQUIRED.

### **PORTLAND**

#### **Portland Intl**

**FDC 8/7517** /PDX/ FI/P PORTLAND INTL, PORTLAND, OR. ILS RWY 10R AMDT 30D...CIRCLING MNMS: CAT A/ B/C HAA 830, CAT D 950, CAT E HAA 1030. S-LOC 10R DME MNMS: MDA 360/HAT 340 ALL CATS. CIRCLING MDMS: CAT A/B HAA 690, CAT C HAA 710, CAT D HAA 950, CAT E HAA 1030. THIS IS ILS RWY 10R AMDT 30E.

**FDC 8/7875** /PDX/ FI/P PORTLAND INTL, PORTLAND, OR. ILS RWY 10L AMDT 1A...CIRCLING MNMS: CAT A/B HAA 690, CAT C HAA 710, CAT D HAA 950. CIRCLING DME MNMS: CAT A/B HAA 690, CAT C HAA 710, CAT D HAA 950. THIS IS ILS RWY 10L AMDT 1B.

**FDC 8/1922** /PDX/ FI/T PORTLAND INTL, PORTLAND, OR. ILS RWY 10R, AMDT 30D...CAT II AND III NOT AUTHORIZED EXCEPT WHEN ATC ADVISES TEMP OBSTRUCTIONS ARE REMOVED.

#### **Portland-Hillsboro**

**FDC 7/3818** /HIO/ FI/T PORTLAND-HILLSBORO, PORTLAND, OR. IFR TAKEOFF MINIMUMS AND DEP PROC, AMDT 4...NOTE: RWY 20, 81 FT AGL, TREES 1000 FT FROM DEP END OF RWY, 600 FT LEFT OF CENTERLINE.

## PACIFIC

## AMERICAN SAMOA

### **PAGO PAGO**

#### **Pago Pago Intl**

**FDC 7/2878** /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. VOR/DME OR TACAN-A AMDT 3...VOR/DME OR TACAN-B AMDT 5...NOTE: WHEN CONTROL TOWER CLOSED—1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED.

**FDC 7/2877** /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. ILS/DME RWY 5 AMDT 13...NOTE: WHEN CONTROL TOWER CLOSED—1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: STANDARD \*\* \*. ILS CATS C/D 700-2. \*\*NA WHEN CONTROL TOWER CLOSED.

**FDC 7/2876** /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. VOR-D AMDT 5...NOTE: WHEN CONTROL TOWER CLOSED—1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: ALL CATS 1100-3\*. \*NA WHEN CONTROL TOWER CLOSED.

**FDC 7/2875** /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. NDB-C AMDT 6...IFR ALTN MNMS: STANDARD\*#. \*CAT D 800-2 1/4. #NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

## GUAM

### **AGANA**

#### **Guam Intl**

**FDC 7/0023** /GUM/ FI/T GUAM INTL, AGANA, GUAM. VOR/DME OR TACAN RWY 6L ORIG...TACAN AZIMUTH UNUSABLE.

### **TINIAN ISLAND**

#### **West Tinian**

**FDC 7/5912** /TNI/ FI/T WEST TINIAN, TINIAN ISLAND, MP. NDB-A AMDT 1...ALTN MNMS: STANDARD EXCEPT CAT C 800-2 1/4 CAT D 800 2 1/2. NA WHEN TERMINAL WEATHER NOT AVAILABLE (0900 UTC TO 2000 UTC). TERMINAL WEATHER AVAILABLE ON SAIPAN RADIO 123.6 (CTAF) FROM 2000 UTC TO 0900 UTC.

## **MARSHALL ISLANDS**

### **SAND ISLAND/MIDWAY ATOLL**

#### **Midway Atoll-Henderson Field**

**FDC 8/6639** /MDY/ FI/T MIDWAY ATOLL-HENDERSON FIELD, SAN ISLAND, MIDWAY ATOLL, MQ. GPS RWY 6 ORIG...GPS RWY 24 ORIG...NA, EXCEPT FOR OPERATORS WHO HAVE RECEIVED UPDATED GPS DATA AFTER 0001Z, 17 SEP 98.

## PENNSYLVANIA

### **ALLENTOWN**

#### **Allentown/Lehigh Valley Intl**

**FDC 8/7975** /ABE/ FI/T LEHIGH VALLEY INTL, ALLENTOWN, PA. LOC BC RWY 24 AMDT 20...CHANGE NOTE

FROM RADAR OR DME REQUIRED TO RADAR REQUIRED. TERMINAL ROUTE EJC VORTAC TO NAZAR INT/ETX 21.9 DME NA. TERMINAL ROUTE SBJ VOR/DME TO NAZAR INT/ETX 21.9 DME NA. TERMINAL ROUTE STW VOR/DME TO NASAR INT/ETX 21.9 DME NA. TERMINAL ROUTE NAZAR INT/ETX 21.9 DME TO WILEY/ETX 16.9 DME/RADAR NA. HOLD IN LIEU OF PT, NAZAR INT/ETX 21.9 DME NA.

**FDC 7/5632** /ABE/ FI/T LEHIGH VALLEY INTL, ALLENTOWN, PA. VOR OR TACAN OR GPS-A, AMDT 8...VOR PORTION NA.

#### **Allentown-Queen City Muni**

**FDC 8/7160** /1N9/ FI/P ALLENTOWN-QUEEN CITY MUNI, ALLENTOWN, PA. CORRECT U.S. TERMINAL PROC NE VOL 2 OF 3 DATED 8 OCT 98, PAGE C1. TKOF MNMS AND DEP PROC...DEP PROC RWY 7 SHOULD READ AS FOLLOWS: CLIMB RWY HEADING TO 2200 BEFORE PROCEEDING ON COURSE.

### **CARLISLE**

#### **Carlisle**

**FDC 6/5198** /N94/ FI/T CARLISLE, CARLISLE, PA. NDB OR GPS RWY 28, AMDT 2A... S-28 MNMS NA.

### **CHAMBERSBURG**

#### **Chambersburg Muni**

**FDC 8/7982** /N68/ FI/P CHAMBERSBURG MUNI, CHAMBERSBURG, PA. VOR/DME OR GPS-B AMDT 1...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME OR GPS-B AMDT 1A.

### **EASTON**

#### **Easton**

**FDC 8/7983** /N43/ FI/P EASTON, EASTON, PA. VOR/DME OR GPS-D ORIG-A...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME OR GPS-D ORIG-B.

### **LATROBE**

#### **Westmoreland County**

**FDC 7/8516** /LBE/ FI/T WESTMORELAND COUNTY, LATROBE, PA. VOR/DME RNAV RWY 5 AMDT 1...PROC NA.

### **PITTSBURGH**

#### **Allegheny County**

**FDC 8/5955** /AGC/ FI/T ALLEGHENY COUNTY, PITTSBURGH, PA. NDB OR GPS RWY 28, AMDT 22A...MINIMUM ALT MIFFY OM NA. OM MINIMUMS NA.

### **PHILADELPHIA**

#### **Northeast Philadelphia**

**FDC 7/8510** /PNE/ FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 33 AMDT 4...TRANSITION FROM ECHEL TO FARES NA.

**FDC 7/8508** /PNE/ FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 15 AMDT 2...TRANSITION FROM BUCKS TO PACKS NA.

#### **Philadelphia Intl**

**FDC 7/8512** /PHL/ FI/T PHILADELPHIA INTL, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 17 AMDT 4...TRANSITION FROM BUCKS TO BROMA NA.

### **WILLIAMSPORT**

#### **Williamsport Regional**

**FDC 8/1605** /IPT/ FI/T WILLIAMSPORT REGIONAL, WILLIAMSPORT, PA. VOR/DME RNAV-A, ORIG...PROC NA.

## **PUERTO RICO**

### **MAYAGUEZ**

#### **Eugenio Maria De Hostos**

**FDC 7/3828** /MAZ/ FI/T EUGENIO MARIA DE HOSTOS, MAYAGUEZ, PR. VOR OR GPS RWY 9, AMDT 8...S-9 MDA 1000/HAT 971 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1000/HAT 971 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. MISSED APPROACH: CLIMB TO 2000 VIA MAZ R-081 THEN CLIMBING LEFT TURN TO 2500 DIRECT MAZ VOR/DME AND HOLD. ALTERNATE MINIMUMS: 1000-3, NA WHEN CLASS E AIRSPACE IS NOT IN EFFECT. WHEN CLASS E AIRSPACE NOT IN EFFECT, PROC NA. MSA FROM MAZ VOR/DME 045 TO 225 16000.

### **PONCE**

#### **Mercedita**

**FDC 8/3420** /PSE/ FI/P MERCEDITA, PONCE, PR. VOR RWY 30, AMDT 10...CHANGE PROFILE MIN FAF NOTE TO: 1500 WHEN USING LUIS MUNOZ MARIN INTL ALSTG. CHANGE MINIMUM NOTE TO: OBTAIN LOCAL ALSTG ON CTAF: WHEN NOT RECEIVED: 1. USE LUIS MUNOZ MARIN INTL ALSTG. 2. S-30 MINIMUMS NOT AUTHORIZED; INCREASE ALL CIRCLING MDAS TO 1340 AND VISIBILITIES TO 3 MILES. ALTERNATE MINIMUMS: NOT AUTHORIZED. THIS IS VOR RWY 30, AMDT 10A.

**FDC 3/3463** /PSE/ FI/T MERCEDITA, PONCE, PR. TAKE-OFF MINS...RWY 12 STANDARD. RWY 30 1000-3 OR STANDARD WITH MIN CLIMB OF 290 FT PER NM TO 1200. DEP PROC...RWY 12 CLIMB TO 2100 DIRECT PSE VOR/DME AND PSE VOR/DME R-130, THEN CLIMBING RIGHT TURN DIRECT PSE VOR/DME. CONTINUE CLIMB IN HOLDING PATTERN. RWY 30 IMMEDIATE CLIMBING LEFT TURN TO 2100 DIRECT PSE VOR/DME AND PSE VOR/DME R-130, THEN CLIMBING RIGHT TURN DIRECT PSE VOR/DME. CONTINUE CLIMB IN HOLDING PATTERN.

### **SAN JUAN**

#### **Luis Munoz Marin Intl**

**FDC 8/3442** /SJU/ FI/P LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8, AMDT 15A...TERMINAL ROUTE VARNA INT TO WESEN INT, DISTANCE: 8.14, MINIMUM ALT 3200. THIS IS ILS RWY 8, AMDT 15B.

**FDC 8/3413** /SJU/ FI/P LUIS MUNOZ MARIN INTL, SAN JUAN, PR. NDB RWY 8, AMDT 7A...TERMINAL ROUTE SANLO INT TO SJ LOM: DISTANCE: 15.25, MINIMUM ALTITUDE 4000. THIS IS NDB RWY 8, AMDT 7B.

**FDC 8/1949** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. GPS RWY 10 ORIG...S-10 VIS 1 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B. FOR INOPERATIVE MALSR, INCREASE S-10 CAT C VIS TO 1 1/4.

**FDC 8/1948** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 10, AMDT 4A...S-ILS 10 DH 316/HAT 307 ALL CATS. VIS 1. INOPERATIVE TABLE DOES NOT APPLY. S-LOC 10 VIS CAT A/B 1. INOPERATIVE TABLE DOES NOT APPLY TO S-LOC-10 CAT A/B. HI-ILS/DME RWY 10...S-ILS 10 DH 316/HAT 307 VIS 1 ALL CATS. S-LOC 10 VIS CAT A/B 1.

**FDC 8/1806** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8 AMDT 15A...S-1IL-8 DH 260/HAT 250 ALL CATS. S-LOC-8 MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. LOC UNUSABLE 0.6 NM INBOUND. FAF TO MAP 4.0 NM. KNOTS/MIN: SEC-60/4:00 90/2:39 120/2:00 150/1:36 180/1:19. HI-ILS/DME RWY 8...S-ILS-8 DH 260/HAT 250 ALL CATS. S-LOC-8 MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. LOC UNUSABLE 0.6 NM INBOUND. TEMP CRANE 155 MSL 2338 FT WNW OF RWY 8.

## **RHODE ISLAND**

### **NORTH KINGSTOWN**

#### **Quonset State**

**FDC 8/6047** /OQU/ FI/T QUONSET STATE, NORTH KINGSTOWN, RI. VOR/DME RNAV RWY 34 AMDT 1...VOR RWY 34 ORIG...GPS RWY 34 ORIG...STRAIGHT-IN MNMS NA.

**FDC 8/1939** /OQU/ FI/T QUONSET STATE, NORTH KINGSTOWN, RI. ILS RWY 16 AMDT 7...S-LOC 16: MDA 680/HAT 661 ALL CATS, VIS CAT A AND B 3/4, CAT C 1 1/4, CAT D 1 1/2. CIRCLING: MDA 680/HAA 661 ALL CATS, VIS CAT C 1 3/4. BEYEL FIX MNMS NA.

### **PROVIDENCE**

#### **Theodore Francis Green State**

**FDC 8/6793** /PVD/ FI/P THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS RWY 23, AMDT 4...CHANGE ALL REFERENCES TO RWY 5-23 TO RWY 5R-23L. THIS IS ILS RWY 23L, AMDT 4A.

**FDC 8/6792** /PVD/ FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 5L AND RWY 23R NA. RWY 34, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 400 FT PER NM TO 300.

## **SOUTH CAROLINA**

### **Allendale**

#### **Allendale County**

**FDC 8/6890** /88J/ FI/T ALLENDALE COUNTY, ALLENDALE, SC. GPS RWY 35, ORIG...S-35 MDA 660/HAT 499 ALL CATS. CIRCLING MDA 780/HAA 619 CAT D.

### **ANDERSON**

#### **Anderson Co**

■ ASOS CMSND. FREQ 120.675.(11/98)

### **CHARLESTON**

#### **Charleston AFB/Intl**

**FDC 8/4194** /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. HI-ILS RWY 15...RADAR REQUIRED. CHS 24 DME ARC NA.

#### **Charleston Executive**

**FDC 8/4631** /JZI/ FI/T CHARLESTON EXECUTIVE, CHARLESTON, SC. VOR/DME RNAV RWY 9 AMDT 5A...DELETE ALL REFERENCES TO STEPDOWN FIX 2NM FROM MAP WPT. S-9 MDA 660/HAT 640 ALL CATS. VIS CAT C 1 3/4. CAT D 2. CIRCLING MDA 660/HAA 640 ALL CATS. VIS CAT C 1 3/4.

## **COLUMBIA**

#### **Columbia Metropolitan**

**FDC 8/3926** /CAE/ FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. VOR/DME RNAV OR GPS RWY 5 ORIG-A...CIRCLING MDA 760/HAA 524 CAT C, CAT D MDA 860/HAA 624.

## **CONWAY**

#### **Horry County**

**FDC 8/3210** /HYW/ FI/T HORRY COUNTY, CONWAY, SC. VOR/DME-B AMDT 4...PROC NA.

## **FLORENCE**

#### **Florence Regional**

**FDC 8/3757** /FLO/ FI/P FLORENCE REGIONAL, FLORENCE, SC. RADAR-1 ORIG...S-27 MDA 560, HAT 420 ALL CATS. VISIBILITY CAT C AND D 1 1/4. CIRCLING HAA 692 ALL CATS. THIS IS RADAR-1 ORIG-A.

## **GEORGETOWN**

#### **Georgetown County**

**FDC 8/3770** /GGE/ FI/P GEORGETOWN COUNTY, GEORGETOWN, SC. NDB OR GPS RWY 5, AMDT 5...CIRCLING HAA 480 CATS A/B/C, 700 CAT D. MYRTLE BEACH INTL ALTIMETER SETTING MINIMUMS: CIRCLING HAA 600 CAT A/B/C, 820 CAT D. PLANVIEW: DELETE TERMINAL ROUTE FROM PLANN TO GEORGETOWN NDB. THIS IS NDB OR GPS RWY 5, AMDT 5A.

## **GREER**

#### **Greenville-Spartanburg**

**FDC 7/1946** /GSP/ FI/T GREENVILLE-SPARTANBURG, GREER, SC. NDB RWY 3, AMDT 14A...PROCEDURE TURN COURSE: 217 OUTBOUND, 037 INBOUND. FINAL APPROACH: 037.

## **LAKE CITY**

#### **Lake City Muni CJ Evans Field**

**FDC 8/5757** /51J/ FI/T LAKE CITY MUNI CJ EVANS FIELD, LAKE CITY, SC. NDB OR GPS-A AMDT 1B...PROC NA.

**FDC 8/3772** /51J/ FI/P LAKE CITY MUNI CJ EVANS FIELD, LAKE CITY, SC. NDB OR GPS-A, AMDT 1A...CIRCLING MDA 740/HAA 665 CATS A/B, HAA 705 CAT C, HAA 785 CAT D. THIS IS NDB OR GPS-A, AMDT 1B.

## **LORIS**

#### **Twin City**

**FDC 8/6899** /5J9/ FI/P TWIN CITY, LORIS, SC. VOR/DME-A, AMDT 2...CIRCLING MDA 600/HAA 499 CATS A AND B. DELETE CAT C AND D MINIMUMS. MSA FROM GRAND STRAND VORTAC 2100. THIS IS VOR/DME-A, AMDT 2A.

## **MYRTLE BEACH**

#### **Myrtle Beach Intl**

**FDC 8/3209** /MYR/ FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS RWY 17 ORIG-A...TERMINAL ROUTE: CRE 14 DME ARC NA. NOTE: RADAR REQUIRED.

**FDC 8/3208** /MYR/ FI/P MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS RWY 35 ORIG-A...MISSED APPROACH INSTRUCTIONS: CLIMB TO 3000 VIA HEADING 350 TO INTERCEPT CRE R-302 TO KOOKE INT AND HOLD. PLAN VIEW: DELETE CRE 16 DME AT KOOKE INTERSECTION. THIS IS ILS RWY 35 ORIG-B.

## WALTERBORO

### Walterboro Muni

**FDC 8/5105** /RBW/ FI/T WALTERBORO MUNI, WALTERBORO, SC. TAKE-OFF MINIMUMS...RWY 5, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 280 FT PER NM TO 300. 256 MSL TANK .54 NM FROM DEPARTURE END RWY 5, 1023 FT NW OF EXTENDED CENTERLINE RWY 23.

## SOUTH DAKOTA

## BROOKINGS

### Brookings Muni

**FDC 8/6216** /BKX/ FI/T BROOKINGS MUNI, BROOKINGS, SD. VOR OR GPS RWY 30, AMDT 10...VOR PORTION NA.

## GREGORY

### Gregory Muni

**FDC 8/2527** /9D1/ FI/T GREGORY MUNI, GREGORY, SD. GPS RWY 31, ORIG...MISSED APPROACH: CLIMB TO 5000 DIRECT CEZSO WPT AND HOLD.

## TENNESSEE

## BRISTOL-JOHNSON-KINGSPORT

### Tri-Cities Regional

**FDC 7/6279** /TRI/ FI/P TRI-CITIES REGIONAL, BRISTOL-JOHNSON-KINGSPORT, TN/VA. ILS RWY 23, AMDT 24A. ILS RWY 23 (CAT II), AMDT 24A...ADD NOTE: ILS UNUSABLE INSIDE THLD. THIS IS ILS RWY 23, AMDT 24B AND ILS RWY 23 (CAT II), AMDT 24B.

**FDC 5/2690** /TRI/ FI/T TRI-CITIES REGIONAL, BRISTOL-JOHNSON-KINGSPORT, TN. RADAR 1 AMDT 15...ASR 5: MINIMUM ALTITUDE 3 MILES FROM THRESHOLD 2400. MDA 2080/HAA 582 ALL CATS, VIS CAT C 1-1/2, CAT D 1-3/4.

## CROSSVILLE

### Crossville Memorial-Whitson Field

**FDC 8/7515** /CSV/ FI/P CROSSVILLE MEMORIAL-WHITSON FIELD, CROSSVILLE, TN. ILS RWY 26 AMDT 11...MISSED APPROACH POINT: LOC: 4.62NM AFTER HYDER INT/OM. DISTANCE FAF TO MAP: 4.62NM. TIME/DISTANCE TABLE (KNOTS/MIN:SEC): 60/4:37; 90/3:05; 120/2:19; 150/1:15; 180/1:32. ADD NOTE: LOCALIZER UNUSABLE MM INBOUND. THIS IS ILS RWY 26 AMDT 11A.

## DAYTON

### Mark Anton

**FDC 7/7660** /2AO/ FI/T MARK ANTON, DAYTON, TN. GPS RWY 21, ORIG...PROC NA.

## KNOXVILLE

### McGhee-Tyson

**FDC 7/6925** /TYS/ FI/T MCGHEE-TYSON, KNOXVILLE, TN. ILS RWY 23R AND ILS RWY 23R (CAT II), AMDT 10A...PROCEDURE TURN INBOUND: MAINTAIN AT OR ABOVE 3000 UNTIL VXV 4 DME. DME OR RADAR REQUIRED. HI-ILS RWY 23...AFTER INTERCEPTING

LOCALIZER, MAINTAIN AT OR ABOVE 3000 UNTIL VXV 4 DME. DME OR RADAR REQUIRED.

## MEMPHIS

### General DeWitt Spain

**FDC 7/5251** /MO1/ FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. IFR DEPARTURE PROCEDURE, ORIG...TAKE-OFF MNMS: RWY 16: 600-2 OR STANDARD WITH MNM CLIMB OF 220 FT PER NM TO 800. RWY 34: STANDARD. IFR DEPARTURE PROCEDURE: RWYS 16/34: CLIMB RUNWAY HEADING TO 900 THEN CLIMB ON COURSE.

### Memphis Intl

**FDC 8/6433** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 27 AMDT 2...S-ILS-27 DH 659/HAT 367 ALL CATS. VIS RVR 4000 ALL CATS. CIRCLING VIS 1 1/4 CATS A/B. NOTES: GLIDESLOPE UNUSABLE BELOW 659 FT MSL FOR INOP MALSR INCREASE S-ILS-27 VIS TO RVR 6000 ALL CATS.

**FDC 8/6153** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36L (CAT III) AMDT 13...S-ILS-36L CAT IIIC MNMS NA.

**FDC 8/6152** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36R (CAT III) AMDT 1...S-ILS-36R CAT IIIC MNMS NA.

**FDC 8/5953** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36L, AMDT 13...S-LOC 36L: MDA 740/HAT 420 ALL CATS. VIS CAT A/B 2400. CAT C/D 4000, CAT E 5000.

**FDC 8/2251** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. TKOF MNMS: RWY 36R, 300-1 OR STANDARD WITH A MNM CMB OF 340 FT PER MILE TO 700 FT. TEMP CRANE 372 FT MSL 1454 FT NNE OF RWY 18L.

**FDC 8/0750** /MEM/ FI/P MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36R (CAT I,II,III), ORIG...GLIDE SLOPE ALTITUDE AT HADAN/I-MYO 12.6 DME RADAR IS 3989. CHART GLIDE SLOPE INTERCEPT ALTITUDE 3000 BETWEEN HADAN AND MCGHE FIXES. THIS IS ILS RWY 36R, (CAT I,II,111) ORIG-A.

**FDC 7/6163** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. RADAR-1, AMDT 37B...ASR S-18C: PROC NA ASR S-36C: PROC NA. ASR S-9: MDA 800/HAT 541 ALL CATS. ASR S-27: MDA 780/HAT 488 ALL CATS. ASR S-36L: MDA 820/HAT 500 ALL CATS, VIS CAT C RVR 4000. CAT D RVR 5000. ASR CIRCLING: CAT A MDA 860/HAA 525, CAT B/C/D MDA 920/HAA 585.

**FDC 6/9008** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. NDB RWY 36C, AMDT 7A...PROC NA.

## MILLINGTON

### Charles W. Baker

**FDC 8/2813** /2M8/ FI/T CHARLES W. BAKER, MILLINGTON, TN. DEPARTURE PROCEDURE: RWY 18: CLIMB RUNWAY HEADING TO 1500 FT BEFORE TURNING LEFT.

## MURFREESBORO

### Murfreesboro Muni

**FDC 8/1515** /MBT/ FI/T MURFREESBORO MUNI, MURFREESBORO, TN. NDB RWY 18, ORIG...NDB CIRCLING MINIMUMS: CAT B/C MDA 1300/HAA 685, VIS CAT C 2. BUYRO DME MINIMUMS: S-18 MDA 1060/HAT 447 ALL CATS. CIRCLING: MDA CAT A 1060/HAA 445, MDA CATS B/C 1300/HAA 685, VIS CAT C 2.

**FDC 8/1511** /MBT/ FI/T MURFREESBORO MUNI, MURFREESBORO, TN. IFR DEPARTURE PROCEDURE: RWY 18: 400-1 1/2.

## NASHVILLE

### Nashville Intl

**FDC 8/3607** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. VOR/DME OR GPS RWY 13, AMDT 12. S-13 MNMS NA.

**FDC 8/2386** /BNA/ FI/P NASHVILLE INTL, NASHVILLE, TN. ILS RWY 20R, AMDT 7...TERMINAL ROUTE: HIKRY/BNA 10.50 DME/RADAR TO AKUFF/BNA 7.50 DME/RADAR: MINIMUM ALTITUDE 3000\*; AKUFF TO OPERY INT/LOM/BNA 4.30 DME/RADAR MINIMUM ALTITUDE 2000. \*2000 WHEN AUTHORIZED BY ATC. THIS IS ILS RWY 20R, AMDT 7A.

**FDC 7/2353** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. RADAR-1 AMDT 22A...RWY 20R - 1160 MDA/582 HAT ALL CATS; VIS CAT C 1 1/2. CAT D 1 3/4. RWY 20L - 1160 MDA/609 HAT ALL CATS. CIRCLING 1160 MDA 561 HAA CATS A/B/C VIS 1 3/4 CAT C.

**FDC 7/2351** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 20R AMDT 7...DME MNMS NA.

**FDC 7/0941** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 2L, AMDT 6...MDA AT TEPEA/I-BNA 5 DME FIX: 1800. NDB OR GPS RWY 20R, AMDT 7...DME MINIMUMS NA.

**FDC 6/2460** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 2L, AMDT 6...DME OR RADAR REQUIRED. MINIMUM ALTITUDE AT TEPEA/I-BNA 5.0 DME/RADAR FIX 1800. USE ONLY 'TEPEA RADAR OR DME MINIMUMS'.

## PULASKI

### Abernathy Field

**FDC 8/5884** /GZS/ FI/T ABERNATHY FIELD, PULASKI, TN. NDB OR GPS RWY 15 AMDT 4...GPS PORTION NA.

## SAVANNAH

### Savannah-Hardin County

**FDC 7/6452** /SNH/ FI/P SAVANNAH-HARDIN COUNTY, SAVANNAH, TN. VOR/DME RWY 18, AMDT 5B...CHANGE ALL REFERENCES TO RWY 18-36 TO RWY 19-01. THIS IS VOR/DME RWY 19, AMDT 5C.

## TRENTON

### Gibson County

**FDC 8/7312** /TGC/ FI/T GIBSON COUNTY, TRENTON, TN. NDB OR GPS RWY 19, AMDT 3...S-19: MDA 1240/HAT 881 ALL CATS. VIS CAT B 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING: MDA 1240/HAA 881 ALL CATS. VIS CAT B 1 1/4, CAT C 2 3/4, CAT D 3.

# TEXAS

## ALICE

### Alice Intl

**FDC 7/0758** /ALI/ FI/T ALICE INTL, ALICE, TX. VOR OR GPS-A AMDT 13...CIRCLING MDA 1160/HAA 982 ALL CATS, VIS CAT A 1-1/4, CAT B 1-1/2, CAT D 3.

## ANAHUAC

### Chambers County

**FDC 7/2557** /T00/ FI/T CHAMBERS COUNTY, ANAHUAC, TX. GPS RWY 12, ORIG...RADAR REQUIRED.

## ANDREWS

### Andrews County

**FDC 7/1199** /E11/ FI/T ANDREWS COUNTY, ANDREWS, TX. NDB OR GPS RWY 15, AMDT 2...GPS PORTION NA.

## ANGLETON/LAKE JACKSON

### Brazoria County

**FDC 8/1670** /LBX/ FI/T BRAZORIA COUNTY, ANGLETON/LAKE JACKSON, TX. GPS RWY 35, ORIG...S-35: MDA 580/HAT 556 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 580/HAA 555 ALL CATS. HOUSTON (WILLIAM P. HOBBY) ALSTG MNMS: S-35 MDA 660/HAT 636 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 660/HAA 635 ALL CATS. VIS CAT C 1 3/4.

## ARLINGTON

### Arlington Muni

**FDC 8/7624** /GKY/ FI/P ARLINGTON MUNI, ARLINGTON, TX. VOR/DME RWY 34, ORIG...ALTERNATE MINIMUMS: STANDARD. THIS IS VOR/DME RWY 34, ORIG-A.

**FDC 8/7601** /GKY/ FI/P ARLINGTON MUNI, ARLINGTON, TX. GPS RWY 34, AMDT 1...ALTERNATE MINIMUMS: NA. THIS IS GPS RWY 34, AMDT 1A.

**FDC 8/7245** /GKY/ FI/T ARLINGTON MUNI, ARLINGTON, TX. GPS RWY 34, AMDT 1...VOR/DME RWY 34, ORIG...VOR/DME RNAV RWY 34, ORIG...CIRCLING CATS B/C MDA 1300/HAA 669. CAT C VIS 1-3/4. TEMPORARY CRANE 990 FT MSL 1.31 NM NW OF APCH END RWY 16.

**FDC 8/7079** /F54/ FI/T ARLINGTON MUNI, ARLINGTON, TX. GPS RWY 34, AMDT 1...VOR/DME RWY 34, ORIG...VOR/DME RNAV RWY 34, ORIG...CIRCLING CATS B/C MDA 1300/HAA 669. CAT C VIS 1 3/4. TEMPORARY CRANE 990 FT MSL 1.31 NM NW OF APCH END RWY 16.

## ATLANTA

### Atlanta Muni

**FDC 6/2077** /ATA/ FI/T ATLANTA MUNI, ATLANTA, TX. NDB OR GPS RWY 5, AMDT 2...S-5: MDA 1220/HAT 950, ALL CATS. CIRCLING: MDA 1220/HAA 950, ALL CATS. NOTE: USE TEXARKANA ALSTG, WHEN NOT RECEIVED, USE SHREVEPORT REGIONAL, LA. ALSTG AND INCREASE ALL MDAs 20 FT AND CATS B AND C VIS 1/4 MILE.

## AUSTIN

### Austin-Bergstrom Intl

**FDC 8/7636** /BSM/ FI/T AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS RWY 35L, ORIG...ADF AND DME REQUIRED.

**FDC 8/5348** /BSM/ FI/T AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS RWY 17R, ORIG...S-LOC 17R: MDA 940/HAT 399 ALL CATS.

### Robert Mueller Muni

**FDC 8/7640** /AUS/ FI/T ROBERT MUELLER MUNI, AUSTIN, TX. ILS RWY 13R, AMDT 9...ILS RWY 31L, AMDT 32A...DME REQUIRED.

**FDC 8/7101** /AUS/ FI/P ROBERT MUELLER MUNI, AUSTIN, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 3 OF 4, DATED 8 OCT 1998, PAGE P18, TEXEZ TWO ARRIVAL...PLAN VIEW: CHANGE DFW VORTAC INFORMATION AT WINDU INTERSECTION TO READ: RADIAL FROM MAVERICK VOR/DME TO WINDU TTT/R-176, 113.1/TTT, CHN 78.

**FDC 8/0112** /AUS/ FI/T ROBERT MUELLER MUNI, AUSTIN, TX. ILS RWY 31L, AMDT 32A...VOR/DME OR GPS RWY 31L, ORIG...VOR/DME OR TACAN OR GPS RWY 13R, AMDT 9...VOR/DME OR TACAN OR GPS RWY 17, AMDT 8...NDB RWY 31L, AMDT 33...CIRCLING CATS B/C MDA 1140/HAA 508. TEMPORARY CRANE 825 MSL 1.5 NM W OF RWY 35.

## BAY CITY

### Bay City Muni

**FDC 8/2924** /3R1/ FI/T BAY CITY MUNI, BAY CITY, TX. VOR/DME OR GPS-A, AMDT 4...CIRCLING: MDA 1080/HAA 1035 ALL CATS. VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

## BAYTOWN

### Baytown

**FDC 8/7004** /HPY/ FI/T BAYTOWN, BAYTOWN, TX. NDB RWY 14, ORIG-A...NDB RWY 32, ORIG-A...PROC NA.

## BEAUMONT

### Beaumont Muni

**FDC 6/3548** /BMT/ FI/T BEAUMONT MUNI, BEAUMONT, TX. VOR/DME OR GPS RWY 31 AMDT 3...VOR/DME PORTION NA.

## BEAUMONT-PORT ARTHUR

### Jefferson County

**FDC 8/0845** /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT-PORT ARTHUR, TX. EFFECTIVE: FEB 9, 1998 1400 UTC. VOR OR GPS-A, AMDT 6...RADAR OR DME REQUIRED.

## BIG SPRING

### Big Spring McMahon-Wrinkle

**FDC 8/1350** /21XS/ FI/T BIG SPRING MCMAHON-WRINKLE, BIG SPRING, TX. IFR DEP PROC...RWY 6: CLIMB TO 3300 PRIOR TO RIGHT TURN. RWY 17: CLIMB TO 3300 PRIOR TO LEFT TURN.

## BOWIE

### Bowie Muni

**FDC 8/6414** /0F2/ FI/T BOWIE MUNI, BOWIE, TX. NDB OR GPS RWY 17, AMDT 3...NDB OR GPS RWY 35, AMDT 3...MSA FROM GRINDSTONE MOUNTAIN NDB 4000.

## BRIDGEPORT

### Bridgeport Muni

**FDC 8/6573** /1F9/ FI/T BRIDGEPORT MUNI, BRIDGEPORT, TX. VOR/DME RWY 17, ORIG-A...MSA FROM BOWIE (UKW) VORTAC 090-180, 4000, 180-090 2800.

## BROWNSVILLE

### South Padre Island Intl.

**FDC 8/1190** /BRO/ FI/T SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. LOC BC RWY 31L, AMDT 11...VOR/DME RNAV OR GPS RWY 17, AMDT 3...VOR/DME RNAV OR GPS RWY 35, AMDT 3...VOR OR TACAN OR GPS-A, AMDT 1...NDB OR GPS RWY 13R, AMDT 13...CIRCLING CATS A/B/C MDA 500/HAA 477.

**FDC 8/1189** /BRO/ FI/T SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. ILS RWY 13R, AMDT 11...S-LOC-13R MDA 440/HAT 421 ALL CATS. VIS CAT C 3/4. CIRCLING CATS A/B/C MDA 500/HAA 477.

## BRYAN

### Coulter Field

**FDC 6/3294** /CFD/ FI/T COULTER FIELD, BRYAN, TX. VOR/DME OR GPS-A, AMDT 2...MSA FROM COLLEGE STATION (CLL) VORTAC, SECTOR 120-360 2300.

## BURNET

### Burnet Muni Kate Craddock Field

**FDC 7/3787** /BMQ/ FI/T BURNET MUNI KATE CRADDOCK FIELD, BURNET, TX. VOR/DME RNAV OR GPS RWY 19, AMDT 3...VOR/DME RNAV PORTION NA. RNAV DESCENT ANGLE NA.

## CENTER

### Center Muni

**FDC 8/0846** /F17/ FI/T CENTER MUNI, CENTER, TX. NDB RWY 17, AMDT 1...PROCEDURE NA.

## CLEBURNE

### Cleburne Muni

**FDC 7/6432** /F18/ FI/T CLEBURNE MUNI, CLEBURNE, TX. VOR/DME RNAV RWY 33, ORIG...PROCEDURE NA. VOR/DME-A, ORIG...CIRCLING TO RWY 33 NA. VOR/DME RNAV RWY 15, ORIG...CIRCLING TO RWY 33 NA.

## CLEVELAND

### Cleveland Muni

**FDC 7/7775** /6R3/ FI/T CLEVELAND MUNI, CLEVELAND, TX. DEPARTURE PROCEDURE: RWY 16, CLIMB RWY HEADING TO 2600 BEFORE TURNING WEST-BOUND.

## COLLEGE STATION

### Easterwood Field

**FDC 8/6690** /CLL/ FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. ILS RWY 34, AMDT 10A...LOC BC RWY 16, AMDT 4A...VOR/DME OR GPS RWY 28, AMDT 12A...VOR OR TACAN OR GPS RWY 10, AMDT 18A...NDB OR GPS RWY 34, AMDT 11A...CIRCLING: MDA 980/HAA 660 CAT B/C. VIS CAT C 1 3/4. TAKE-OFF MINIMUMS: RWY 4, 34 600-2 OR STANDARD WITH MINIMUM CLIMB 280 FT PER NM TO 1100. TEMPORARY CRANE 676 MSL 1.4 NM NE OF RWY 22.

**FDC 7/5876** /CLL/ FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. ILS RWY 34, AMDT 10A...COUTH INT IS INITIAL APPROACH FIX (IAF).

## DALLAS

### Addison

**FDC 8/6939** /ADS/ FI/T ADDISON, DALLAS, TX. ILS RWY 15, AMDT 9...CIRCLING CAT C MDA 1220/HAA 576. DALLAS LOVE FIELD ALTIMETER SETTING MINIMUMS. CIRCLING CAT A/B MDA 1200/HAA 556. CAT C MDA 1260/HAA 616. CAT C VIS 1 3/4. TEMPORARY CRANE 860 FT MSL 1.28 NM SE OF APCH END RWY 33.

**FDC 8/5241** /ADS/ FI/T ADDISON, DALLAS, TX. NDB OR GPS RWY 15, AMDT 5...S-15 MDA 1260/HAT 616 ALL CATS. VIS CAT C 1 1/4, CAT D 1 3/4. CIRCLING MDA 1260/HAA 616 CATS A/B/C, VIS CAT C 1 3/4. DALLAS LOVE FIELD ALTIMETER SETTING MINIMUMS; S-15 MDA 1300/HAT 656 ALL CATS. VIS CAT C 1 1/4, CAT D 1 3/4. CIRCLING MDA 1300/HAA 656 CATS A/B/C, VIS CAT C 1 3/4. INOP TABLE DOES NOT APPLY TO CATS A/B. TEMPORARY CRANE 957 FT MSL 3.27 NM NORTH OF APCH END RWY 15.

## Dallas-Fort Worth Intl

**FDC 8/7877** /DFW/ FI/T DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 17C, AMDT 7...S-LOC 17C MDA 1000/HAT 437 ALL CATS. RVR CAT C 4000, CAT D 5000. TEMPORARY CRANE 740 MSL 4.3 NM NORTH OF APCH END RWY 17C.

**FDC 8/7600** /DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. CONVERGING ILS RWY 17R, AMDT 5A...TCH: 56.8. THIS IS CONVERGING ILS RWY 17R, AMDT 5B.

**FDC 8/7587** /DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 2 OF 4, DATED 8 OCT 1998, PAGE 140, CONVERGING ILS RWY 36R, AMDT 1B...I-FJN LOCALIZER FREQ SHOULD READ 110.55. DELETE CHANNEL 56.

**FDC 8/7083** /DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. CONVERGING ILS RWY 13R, AMDT 4A...MISSED APPROACH: CLIMBING RIGHT TURN TO 5000 VIA TTT R-275 TO SLOTT INT/TTT 35.62 DME. THIS IS CONVERGING ILS RWY 13R, AMDT 4B.

**FDC 8/7082** /DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 13R, AMDT 5...MISSED APPROACH: CLIMB TO 1000, THEN CLIMBING RIGHT TURN TO 5000 VIA TTT R-275 TO SLOTT INT/TTT 35.62 DME. THIS IS ILS RWY 13R, AMDT 5A.

### Dallas-Love Field

**FDC 8/7078** /DAL/ FI/T DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 13L, AMDT 29A...ILS RWY 13R, AMDT 3A...CIRCLING CAT A MDA 1020/HAA 533. TEMPORARY CRANE 710 FT MSL 5286 FT SOUTH OF APCH END RWY 31L.

**FDC 8/7050** /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 2 OF 4, DATED 8 OCT 1998, PAGE 90, ILS RWY 13R, AMDT 3...PROCEDURE IDENTIFICATION SHOULD READ ILS RWY 13R, AMDT 3A.

**FDC 8/7049** /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 2 OF 4, DATED 8 OCT 1998, PAGE 89, ILS RWY 13L, AMDT 29...PROCEDURE IDENTIFICATION SHOULD READ ILS RWY 13L, AMDT 29A.

**FDC 7/6427** /DAL/ FI/T DALLAS-LOVE FIELD, DALLAS, TX. RADAR-1, AMDT 26...ASR 13L PROC NA. ASR 13R PROC NA.

**FDC 7/5009** /DAL/ FI/T DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 31R, AMDT 3...S-ILS 31R-ALL CATS VIS 3/4. INOP TABLE DOES NOT APPLY. DME MINIMUMS S-LOC 31R-CAT A/B VIS 3/4. FOR INOP MALSR INCREASE CAT A/B VIS 1/4 MILE.

## DEL RIO

### Del Rio Intl

**FDC 8/3351** /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. IFR TKOF MNMS AND DEP PROC...DEP PROC: RWY 13 CLIMB TO 1500 PRIOR TO LEFT TURN.

**FDC 8/3350** /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. VOR OR GPS-A, AMDT 10...CIRCLING MDA 1780/HAA 781 ALL CATS.

**FDC 7/6544** /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. LOC RWY 13, AMDT 3...NDB RWY 13, AMDT 2...GPS RWY 13, ORIG...CIRCLING MDA 1640/HAA 641 CAT D. LAUGHLIN AFB ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1660/HAA 661 CAT D.

## DENISON

### Sherman/Denison/Grayson County

**FDC 8/1376** /F39/ FI/T SHERMAN/DENISON/GRAYSON COUNTY, SHERMAN/DENISON, TX. NDB OR GPS RWY 17L, AMDT 9...S-17L MDA 1300/HAT 556 ALL CATS. VIS CAT C 1, CAT D 1 1/2. CIRCLING-CAT A-C MDA 1300/HAA 551. DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS: S-17L MDA 1460/HAT 716 ALL CATS. VIS CAT C 1 1/2, CAT D 2. CIRCLING-CAT A-C MDA 1460/HAA 711.

## DECATUR

### Decatur Muni

**FDC 8/6572** /8F7/ FI/T DECATUR MUNI, DECATUR, TX. VOR/DME RWY 16, AMDT 1A...MSA FROM BOWIE (UKW) VORTAC 090-180 4000, 180-090 2800.

## DENTON

### Denton Muni

**FDC 8/6591** /DTO/ FI/T DENTON MUNI, DENTON, TX. ILS RWY 17, AMDT 6A...NDB OR GPS RWY 17, AMDT 6A...TERMINAL ROUTE BOWIE VORTAC TO PINCK LOM MNM ALT 4000. MSA FROM PINCK LOM 040-260 2600, 260-040 4000. GPS RWY 35, AMDT 1...MSA FROM SHIEV WP 4000.

## EASTLAND

### Eastland Muni

**FDC 8/4242** /ETN/ FI/T EASTLAND MUNI, EASTLAND, TX. NDB OR GPS RWY 35, AMDT 2...IFR TKOF MNMS: RWY 17, 300-1. NOTE: 185 FT AGL TOWER 2675 FT FROM DEPARTURE END OF RWY 17, 416 FT LEFT OF CENTERLINE. RWY 35, 600-2 OR STANDARD WITH MNM CLIMB OF 210 FT PER NM TO 2300.

**FDC 6/7844** /ETN/ FI/T EASTLAND MUNI, EASTLAND, TX. NDB OR GPS RWY 35, AMDT 1...TRANSITION FROM CISSI INT TO OIP NDB NA. RADAR REQUIRED.

## FOLLETT

### Follett-Lipscomb County

**FDC 8/3283** /TX80/ FI/T FOLLETT-LIPSCOMB COUNTY, FOLLETT, TX. VOR/DME OR GPS-A, AMDT 2...CIRCLING ALL CATS MDA 3200/HAA 599.

## FORT WORTH

### Fort Worth Alliance

**FDC 8/7081** /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. ILS RWY 16L, AMDT 4A...CIRCLING; MDA 1320/HAA 598 CATS A/B/C. TEMPORARY CRANE 1010 FT MSL 4436 FT WEST OF APCH END RWY 16L.

**FDC 8/7080** /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 34R, ORIG-B...S-34R: MDA 1280/HAT 599 ALL CATS. VIS CAT A/B 3/4. CAT C 1. CAT D 1 1/4. CIRCLING: MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1. CAT C 1 1/2. ILS RWY 34R, AMDT 3A...CIRCLING: MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1. CAT C 1 1/2. TEMPORARY CRANE 1010 FT MSL 4436 FT WEST OF APCH END RWY 16L.

**FDC 8/6412** /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 16L, ORIG-B...MSA FROM POLBE WP 4000. GPS RWY 34R, ORIG-B...MSA FROM REJXO WP 3900.

**FDC 8/0549** /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 16L, ORIG-B...S-16L MDA 1240/HAT 525 ALL CATS. VIS CAT A/B 1/2. CAT C 1. CAT D 1 1/4. INOP TABLE APPLIES TO ALL CATS. CIRCLING

MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1. MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT OBLON WPT AND HOLD. TEMPORARY CRANE 1010 MSL .73 NM WEST OF APCH END RWY 16L.

## GAINESVILLE

### Gainesville Muni

**FDC 8/6413** /GLE/ FI/T GAINESVILLE MUNI, GAINESVILLE, TX. NDB RWY 17, AMDT 8...MSA FROM GAINESVILLE NDB 4000. GPS RWY 17, ORIG...MSA FROM OHANO WP 4000.

## GEORGETOWN

### Georgetown Muni

**FDC 8/1765** /GTU/ FI/T GEORGETOWN MUNI, GEORGETOWN, TX. NDB RWY 18, AMDT 4A...S-18 MDA 1480/HAT 695 ALL CATS. VIS CAT C 2. CIRCLING MDA 1480/HAA 691 ALL CATS. VIS CAT C 2.

## GIDDINGS

### Giddings-Lee County

**FDC 8/8161** /62H/ FI/T GIDDINGS-LEE COUNTY, GIDDINGS, TX. VOR/DME OR GPS-A, AMDT 2...CIRCLING: MDA 1380/HAA 894 CAT A/B/C. VIS CAT A/B 1 1/4, CAT C 2 3/4.

## HARLINGEN

### Valley Intl

**FDC 8/1147** /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. ILS RWY 17R, AMDT 11...LOCAL ALSTG MNMS: S-ILS-17R VIS ALL CATS RVR 2400. S-LOC-17R VIS CATS A/B/C RVR 2400, CATS D/E RVR 4000. FOR INOP MALSR S-LOC-17R INCREASE CAT D/E VIS TO RVR 5000. BROWNSVILLE ALSTG MNMS: S-ILS-17R VIS ALL CATS RVR 2400. S-LOC-17R VIS CATS A/B RVR 2400, CATS C/D RVR 4000, CAT E RVR 5000. FOR INOP MALSR S-ILS-17R INCREASE ALL CAT VIS TO RVR 5000. S-LOC-17R INCREASE CAT E VIS 1 1/2. FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

**FDC 8/1146** /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. NDB OR GPS RWY 17R, AMDT 11...LOCAL ALSTG MNMS: S-17R VIS CAT A/B/C RVR 4000, CAT D RVR 5000. FOR INOP MALSR INCREASE CAT C VIS TO RVR 5000. BROWNSVILLE ALSTG MNMS: S-17R VIS CATS A/B/C RVR 4000, CAT D RVR 6000. FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

**FDC 8/1144** /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. VOR OR GPS RWY 13, AMDT 11...VOR AND DME PORTIONS NA.

**FDC 8/1143** /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. NDB RWY 17L, AMDT 5...FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

**FDC 8/1142** /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. LOC BC RWY 35L, AMDT 12...FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

## HONDO

### Hondo Muni

**FDC 7/8144** /HDO/ FI/T HONDO MUNI, HONDO, TX. GPS RWY 17L, AMDT 1. PROC NA.

## HOUSTON

### Andrau Airpark

**FDC 8/4246** /AAP/ FI/T ANDRAU AIRPARK, HOUSTON, TX. NDB OR GPS RWY 16, AMDT 16...S-16: MDA

780/HAT 700 CATS A/B/C. CIRCLING: MDA 780/HAA 700 CATS A/B. TEMPORARY CRANE 382 MSL 3/4 NM NORTH OF RWY 16.

### David Wayne Hooks Memorial

**FDC 8/6833** /DWH/ FI/T DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. LOC RWY 17R, ORIG...S-17R: MDA 680/HAT 528 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 680/HAA 528 CATS A/B/C, MDA 720/HAA 568 CAT D. HOUSTON INTERCONTINENTAL ALTIMETER SETTING MINIMA: S-17R: MDA 720/HAT 568 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 720/HAA 568 ALL CATS.

### Ellington Field

**FDC 8/7750** /EFD/ FI/P ELLINGTON FIELD, HOUSTON, TX. ILS RWY 22, AMDT 2...CIRCLING MDA CAT A 500/HAA 466. THIS IS ILS RWY 22, AMDT 2A.

**FDC 8/7749** /EFD/ FI/P ELLINGTON FIELD, HOUSTON, TX. ILS RWY 17R, AMDT 4...CIRCLING MDA CAT A 500/HAA 466. THIS IS ILS RWY 17R, AMDT 4A.

**FDC 8/7748** /EFD/ FI/P ELLINGTON FIELD, HOUSTON, TX. ILS RWY 35L, AMDT 4...CIRCLING MDA CAT A 500/HAA 466. THIS IS ILS RWY 35L, AMDT 4A.

**FDC 8/7747** /EFD/ FI/P ELLINGTON FIELD, HOUSTON, TX. GPS RWY 22, ORIG...CIRCLING MDA CAT A 500/HAA 466. THIS IS GPS RWY 22, ORIG-A.

### George Bush Intercontinental Airport/Houston

**FDC 8/7960** /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, TX. ILS RWY 32R, AMDT 10...S-ILS 32R DH 390/HAT 300. VIS RVR 4000. S-LOC 32R MDA 500/HAT 410 ALL CATS. CAT A/B/C VIS RVR 4000. NOTE: FOR INOP MALSR INCREASE CAT A/B S-LOC VIS 1/4 MILE. TEMPORARY CRANE 235 FT MSL 1.42 NM SE OF RWY 32R.

**FDC 8/7623** /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES...TAKE-OFF MNMS: RWY 14L, 300-1 OR STANDARD WITH MNM CLIMB OF 230 FT PER NM TO 300. TEMPORARY CRANE 226 MSL, 3264 FT FROM DEPARTURE END OF RWY 14L.

**FDC 8/6719** /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. VOR/DME OR GPS RWY 32R, AMDT 13B...S-32R MDA 540/HAT 450 ALL CATS. TEMPORARY CRANE 279 FT MSL 1.5 NM SE OF RWY 32R.

**FDC 8/6717** /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. VOR/DME RWY 14L, AMDT 15B...S-14L: MDA 480/HAT 382 ALL CATS.

### West Houston

**FDC 8/3052** /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. NDB RWY 15, AMDT 1...SNACK INT MINIMUMS: S-15 MDA 580/HAT 469 CAT A/B. CIRCLING MDA 580/HAA 469 CAT A/B. S-15 CAT C NA. SNACK INT MINIMUMS: S-15 CAT C NA.

**FDC 8/0048** /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV OR GPS RWY 33, AMDT 2...TERMINAL ROUTE FROM IAH VORTAC TO COART WPT NA. TERMINAL ROUTE FROM BLUMS INT TO COART WPT MINIMUM ALTITUDE 2500. TERMINAL ROUTE FROM HUB VOR/DME TO COART WPT MINIMUM ALTITUDE 2500. MINIMUM ALTITUDE AT COART WPT 2500.

**FDC 8/0047** /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV OR GPS RWY 15, AMDT 2...TERMINAL ROUTE FROM IAH VORTAC TO JOSEY WP NA. MISSED



APPROACH: CLIMB TO 2500 DIRECT COART WPT AND HOLD.

## JASPER

### Jasper County-Bell Field

**FDC 8/0311** /JAS/ FI/T JASPER COUNTY-BELL FIELD, JASPER, TX. TAKEOFF MINIMUMS: RWY 36, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 1100.

## JUNCTION

### Kimble County

**FDC 8/0078** /JCT/ FI/T KIMBLE COUNTY, JUNCTION, TX. VOR/DME RNAV OR GPS RWY 17, AMDT 2...S-17: MDA 2440, HAT 711, ALL CATS. CIRCLING: MDA 2440, HAA 691 CATS A AND B, CAT C MDA 2680, HAA 931, VIS 2 3/4. SAN ANGELO ALSTG MNMS: CIRCLING: HAA 951 CATS A AND B, HAA 1211 CAT C.

## LAREDO

### Laredo Intl

**FDC 8/2084** /LRD/ FI/T LAREDO INTL, LAREDO, TX. VOR/DME OR TACAN OR GPS RWY 14, AMDT 9...S-14: MDA 980/HAT 472 ALL CATS. CAT D VIS 1-1/2. CAT E VIS 1-3/4. CIRCLING: MDA 980/HAA 472 CAT A. VOR OR TACAN OR GPS RWY 32 AMDT 9A...S-32: MDA 1020/HAT 526 ALL CATS. CAT C VIS 1-1/2. CAT D/E VIS 1-3/4. CIRCLING: MDA 1020/HAA 512 CATS A/B/B. TEMPORARY CRANE 815 MSL 4000 FT W OF RWY 35L.

## LLANO

### LLano Muni

**FDC 7/8106** /6R9/ FI/T LLANO MUNI, LLANO, TX. GPS RWY 35 ORIG...PROC NA.

## LONGVIEW

### Gregg County

**FDC 7/2909** /GGG/ FI/T GREGG COUNTY, LONGVIEW, TX. ILS RWY 13, AMDT 11...WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SHREVEPORT REGIONAL, LA. ALSTG AND INCR ALL MDAs 160 FEET AND ALL VIS 1/2 MILES. WHEN LOCAL ALSTG NOT RECEIVED, ALTERNATE MNMS NA. ADF OR DME REQUIRED.

**FDC 7/2820** /GGG/ FI/T GREGG COUNTY, LONGVIEW, TX. VOR/DME OR TACAN RWY 31, AMDT 6. VOR/DME RNAV RWY 22, AMDT 6. VOR OR TACAN RWY 13, AMDT 20. NDB RWY 13, AMDT 14. WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SHREVEPORT REGIONAL, LA. ALTIMETER SETTING AND INCREASE ALL MDAs 160 FEET AND CAT C AND D VISIBILITIES TO 1 1/2 MILES.

## MARLIN

### Marlin

**FDC 7/5857** /T15/ FI/T MARLIN, MARLIN, TX. VOR/DME OR GPS-A, AMDT 6...CIRCLING MDA 1280/HAA 870 CAT A/B.

## MARSHALL

### Harrison County

**FDC 7/1671** /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. VOR/DME-A AMDT 4B...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT

RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS VOR/DME-A AMDT 4C.

**FDC 7/1670** /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. GPS RWY 33 ORIG-A...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS GPS RWY 33 ORIG-B.

**FDC 7/1669** /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. RNAV RWY 33 AMDT 1A...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS RNAV RWY 33 AMDT 1B.

## MASON

### Mason County

**FDC 6/9196** /T92/ FI/T MASON COUNTY, MASON, TX. VOR/DME OR GPS-A AMDT 2...USE BURNET MUNI/ KATE CRADDOCK FIELD ALSTG; WHEN NOT RCVD, PROC NA.

## MIDLAND

### Midland Intl

**FDC 8/5653** /MAF/ FI/T MIDLAND INTL, MIDLAND, TX. RADAR-1, AMDT 4...S-ASR 4: MDA 3300/HAT 450 ALL CATS.

## ODESSA

### Odessa-Schlemeyer Field

**FDC 8/6399** /E02/ FI/T ODESSA-SCHLEMEYER FIELD, ODESSA, TX. NDB OR GPS RWY 20, AMDT 3...S-20 MDA 3480/HAT 477 ALL CATS. CIRCLING CATS A/B/C MDA 3480/HAA 479. MIDLAND INTERNATIONAL ALTIMETER SETTING MNMS. S-20 MDA 3500/HAT 497. TEMPORARY OIL RIG 3171 MSL 2.6 NM NE OF RWY 20.

## OLNEY

### Olney Muni

**FDC 7/1693** /ONY/ FI/T OLNEY MUNI, OLNEY, TX. NDB OR GPS RWY 17 AMDT 3...GPS PORTION NA.

## PALACIOS

### Palacios Muni

**FDC 8/0541** /PSX/ FI/T PALACIOS MUNI, PALACIOS, TX. VOR RWY 13, AMDT 10...GPS RWY 13, ORIG...PROCEDURE NA.

## PAMPA

### Perry Lefors Field

**FDC 7/1186** /PPA/ FI/T PERRY LEFORS FIELD, PAMPA, TX. VOR/DME OR GPS-A, AMDT 1...CIRCLING MDA 3700/HAA 456 CAT A. CHG NOTE TO READ: OBTAIN LCL ALSTG ON UNICOM, WHEN NOT AVAILABLE USE AMARILLO ALSTG AND INCR ALL MDAs 140 FEET.

**FDC 7/1184** /PPA/ FI/T PERRY LEFORS FIELD, PAMPA, TX. NDB OR GPS RWY 17, AMDT 3...OR GPS PORTION NA. S-17 MDA 3700/HAT 456 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3700/HAA 456 CATS A,B,C MDA 3800/HAA 556 CAT D. CHG NOTE TO READ: OBTAIN LCL ALSTG ON UNICOM, WHEN NOT AVAILABLE USE AMARILLO ALSTG AND INCR ALL MDAs 140 FEET.

## PORT ISABEL

### Port Isabel-Cameron Co

**FDC 5/5292** /T31/ FI/T PORT ISABEL-CAMERON CO, PORT ISABEL, TX. VOR OR GPS-A AMDT 5A...DME REQUIRED.

## PORT LAVACA

### Calhoun County

**FDC 8/2923** /T97/ FI/T CALHOUN COUNTY, PORT LAVACA, TX. VOR/DME OR GPS-A, AMDT 3...CIRCLING: MDA 760/HAA 726 ALL CATS. VISIBILITY CAT C 2.

## SAN ANGELO

### Mathis Field

**FDC 8/0379** /SJT/ FI/T MATHIS FIELD, SAN ANGELO, TX. ILS RWY 3, AMDT 20...HI-ILS RWY 3...S-ILS 3: DH 2297 HAT 381 VIS 3/4 ALL CATS. FOR INOPERATIVE SSALR, INCREASE S-ILS VISIBILITY TO 1 1/4. TAKEOFF MNMS: RWY 21 300-1 OR STANDARD WITH MINIMUM CLIMB 210 PER NM TO 2200. TEMP CRANE 2100 MSL 1.0 NM SW OF RWY 3.

## SAN ANTONIO

### San Antonio Intl

**FDC 8/7637** /SAT/ FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS RWY 3, AMDT 17B...NDB OR GPS RWY 3, AMDT 37C...DME REQUIRED.

**FDC 8/7098** /SAT/ FI/P SAN ANTONIO INTL, SAN ANTONIO, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC), VOL 3 OF 4, DATED 8 OCT 1998, PAGE P11, MARCS FOUR ARRIVAL...PLAN VIEW: CHANGE DFW VORTAC INFORMATION AT WINDU INTERSECTION TO READ; RADIAL FROM MAVERICK VOR/DME TO WINDU TTT R-176, 113.1/TTT, CHN 78.

## SEMINOLE

### Seminole/Gaines County

**FDC 8/5037** /FI/T SEMINOLE/GAINES COUNTY, SEMINOLE, TX. NDB OR GPS RWY 35, ORIG...IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 35, 500-2 OR STANDARD WITH MINIMUM CLIMB OF 310 PER NM TO 3900. TOWER 3765 MSL 1.8 NM N OF DEPARTURE END RWY 35.

## SEYMOUR

### Seymour Muni

**FDC 7/7996** /60F/ FI/T SEYMOUR MUNI, SEYMOUR, TX. GPS RWY 17, ORIG...PROC NA.

## STEPHENVILLE

### Clark Field Muni

**FDC 8/6689** /SEP/ FI/T CLARK FIELD MUNI, STEPHENVILLE, TX. VOR/DME-A, ORIG...IFR DEP PROC RWY 21: CLIMB RWY HEADING TO 2200 BEFORE TURNING RIGHT.

## SNYDER

### Winston Field

**FDC 8/3173** /SNK/ FI/T WINSTON FIELD, SNYDER, TX. DEP PROC: RWY 26 CLIMB RWY HEADING TO 2900 PRIOR TO TURNING NORTHBOUND.

## TYLER

### Tyler Pounds Field

**FDC 8/5460** /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. ILS RWY 13, AMDT 20B...S-ILS 13: DH 790/HAT 250. VIS 3/4 ALL CATS. S-LOC 13: VIS 3/4 CATS A/B/C. FOR INOP MALSR INCREASE S-LOC 13 VIS TO 1 ALL CATS. GREGG COUNTY ALTIMETER SETTING MINIMUMS. S-ILS 13: DH 896/HAT 356. VIS 3/4 ALL CATS. S-LOC 13: VIS 3/4 CAT A/B. FOR INOP MALSR INCREASE S-ILS 13 VIS

TO 1 1/4 ALL CATS, INCREASE S-LOC 13 VIS TO 1 CATS A/B. TEMPORARY CRANE 591 MSL 2251 FT NW OF RWY 13.

## WHARTON

### Wharton Muni

**FDC 8/7045** /5R5/ FI/P WHARTON MUNI, WHARTON, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 3 OF 4, DATED 8 OCT 1998, PAGE 406, NDB RWY 32, ORIG...PROFILE VIEW: DELETE 2000 FT ALTITUDE AT MAP.

## WICHITA FALLS

### Wichita Falls/Kickapoo Downtown Airpark

**FDC 8/0686** /T47/ FI/T WICHITA FALLS/KICKAPOO DOWNTOWN AIRPARK, WICHITA FALLS, TX. NDB RWY 35, AMDT 3...PROC NA 1900-0700 LCL DAILY.

### Tom Danaher

**FDC 6/7120** /2F9/ FI/T TOM DANAHER, WICHITA FALLS, TX. VOR/DME OR GPS RWY 35, AMDT 1...PROC NA.

## UTAH

## DELTA

### Delta Muni

**FDC 7/8219** /DTA/ FI/T DELTA MUNI, DELTA, UT. VOR/DME OR GPS RWY 16 AMDT 1A...FAF ALTITUDE 6500 FT MSL. HOLDING ALTITUDE AT EACKS 6500 FT MSL.

## DUGWAY PROVING GROUND

### Michael AAF

**FDC 7/0699** /DPG/ FI/T MICHAEL AAF, DUGWAY PROVING GROUND, UT. NDB OR GPS-A, AMDT 2A...CIRCLING NA RWY 12 AT NIGHT. TACAN RWY 12, ORIG...HI-TACAN RWY 12...STRAIGHT-IN MINIMUMS NA AT NIGHT. CIRCLING N A RWY 12 AT NIGHT.

## OGDEN

### Ogden-Hinckley

**FDC 8/0037** /OGD/ FI/T OGDEN-HINCKLEY, OGDEN, UT. VOR/DME RNAV OR GPS RWY 3, ORIG...CHANGE ALTIMETER NOTE TO READ: 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE HILL AFB ALTIMETER SETTING.'

**FDC 8/0022** /OGD/ FI/T OGDEN-HINCKLEY, OGDEN, UT. VOR RWY 7 AMDT 5...CHANGE ALTIMETER NOTE TO READ: 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE HILL AFB ALTIMETER SETTING.'

## PRICE

### Carbon County

**FDC 8/6544** /PUC/ FI/T CARBON COUNTY, PRICE, UT. VOR RWY 36 ORIG...S-36: STRAIGHT-IN MINIMUMS NOT AUTHORIZED. CIRCLING: MDA 7100/HAA 1147 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

**FDC 5/6753** /PUC/ FI/T CARBON COUNTY, PRICE UT. TAKE-OFF MINIMUMS...RWY 32, CATEGORIES A,B, 2200-3 OR STANDARD WITH A MINIMUM CLIMB OF 530' PER NM TO 8100; CATEGORIES C,D NA. RWY 36, CATEGORIES A,B 1700-2 OR STANDARD WITH A MINIMUM CLIMB OF 430' PER NM TO 7600; CATEGORIES C,D 2600-3 OR STANDARD WITH A MINIMUM CLIMB OF 470' PER NM TO 8500.

## SALT LAKE CITY

### Salt Lake City Intl

**FDC 8/0321** /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. VOR/DME OR TACAN OR GPS RWY 17, ORIG...VDP NOT AUTHORIZED.

## ST GEORGE

### St. George Muni

**FDC 7/3044** /SGU/ FI/T ST GEORGE MUNI, ST GEORGE, UT. GPS RWY 34 ORIG...TERMINAL ROUTE FROM PEACH SPRINGS (PGS) VORTAC TO UTIBY WP NA.

## VERMONT

**FDC 8/2198** /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. TKOF MNMS AND DEP PROCS...TKOF MNMS: RWY 15 - 1000-2 OR STANDARD WITH A MNM CLIMB OF 260 FT PER NM TO 1600. RWY 19 - 700-2 OR STANDARD WITH A MNM CLIMB OF 220 FT PER NM TO 1200. DEP PROCS: RWY 1 - CLIMB RWY HEADING TO 800, THEN CLIMBING LEFT TURN DIRECT BTV VORTAC BEFORE PROCEEDING ON COURSE. RWY 15, 19 - CLIMBING RIGHT TURN DIRECT BTV VORTAC, CLIMB IN HOLDING PATTERN (SW, LEFT TURNS, 036 INBOUND) TO 4100 BEFORE PROCEEDING ON COURSE. RWY 33 - CLIMBING LEFT TURN DIRECT BTV VORTAC, CLIMB IN HOLDING PATTERN (SW LEFT TURNS 036 INBOUND) TO 4100 BEFORE PROCEEDING ON COURSE.

**FDC 7/2318** /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. HI-VOR/DME OR TACAN RWY 15 AMDT 1...VOR/DME PORTION NA.

## VIRGINIA

## BLACKSBURG

### Virginia Tech

**FDC 8/7870** /BCB/ FI/T VIRGINIA TECH, BLACKSBURG, VA. DEP PROC/TKOF MNMS...IFR DEP PROC - RWY 12: CLIMBING RIGHT TURN TO 6000 FT DIRECT TEC NDB BEFORE PROCEEDING ON COURSE. RWY 30: CLIMBING LEFT TURN TO 6000 FT DIRECT TEC NDB BEFORE PROCEEDING ON COURSE.

## BROOKNEAL

### Campbell County

**FDC 8/7634** /OV4/ FI/P CAMPBELL COUNTY, BROOKNEAL, VA. CORRECT U.S. TERMINAL PROC NE VOL 3 OF 3 DATED 8 OCT 98, PAGE 65. VOR/DME OR GPS-A ORIG...PLAN VIEW: REMOVE 175 KNOT ICON FROM USSEL HOLDING PATTERN.

## BLACKSBURG

### Virginia Tech

**FDC 8/2617** /BCB/ FI/T VIRGINIA TECH, BLACKSBURG, VA. LOC RWY 12 AMDT 5...ADF AND DME REQUIRED. TERMINAL RTE: ZOOMS /IAF/ TO FENJE INT NA.

## FREDRICKSBURG

### Fredricksburg/Shannon

**FDC 8/2585** /EZP/ FI/T FREDRICKSBURG/SHANNON, FREDRICKSBURG, VA. VOR RWY 24 AMDT 7...PROC NA.

## GORDONSVILLE

### Gordonsville Muni

**FDC 8/5893** /GVE/ FI/T GORDONSVILLE MUNI, GORDONSVILLE, VA. NDB OR GPS RWY 23 AMDT 1...NDB PORTION NA.

## RICHMOND

### Richmond Intl

**FDC 8/5743** /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. VOR OR GPS RWY 25 AMDT 14...DUAL VOR OR VOR/DME MNMS: S-25 MDA 540/HAT 379 ALL CATS. VIS CAT D 1 1/4.

**FDC 8/5724** /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. HI-TACAN RWY 16...MNM ALT AT BILTT/RIC 4 DME 1000.

**FDC 8/5178** /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. HI-ILS/DME RWY 34...S-LOC 34: MDA 520/HAT 358 ALL CATS.

**FDC 8/2831** /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. VOR RWY 34 AMDT 21...S-34 MDA 1000/HAT 838 ALL CATS. VIS CAT B RVR 4000, VIS CAT C 2, VIS CAT D 2 1/4. CIRCLING MDA 1000/HAA 832 ALL CATS. VIS CAT B 1 1/4. VIS CAT C 2 1/4. VIS CAT D 2 3/4. VDP AT 1.67 DME. DISTANCE VDP TO THR 0.95 MILES. MNM ALT RIC 4.00 DME 1000.

## WISE

### Wise/Lonesome Pine

**FDC 7/2250** /LNP/ FI/T WISE/LONESOME PINE, WISE, VA. SDF/DME RWY 24 AMDT 3A...RADAR REQUIRED.

## WASHINGTON

## ARLINGTON

### Arlington Muni

**FDC 8/2073** /AWO/ FI/T ARLINGTON MUNI, ARLINGTON, WA. LOC RWY 34, AMDT 4...ADD NOTE: ADF REQUIRED.

## EPHRATA

### Ephrata Muni

**FDC 8/6962** /EPH/ FI/T EPHRATA MUNI, EPHRATA, WA. VOR OR GPS RWY 20, AMDT 18...CHANGE HOLDING AT PLUSS INT TO: HOLD SW, LT, 059 INBOUND. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE WENATCHEE ALTIMETER SETTING.

**FDC 7/2911** /EPH/ FI/T EPHRATA MUNI, EPHRATA, WA. VOR/DME OR GPS RWY 2 AMDT 3...CHANGE CONTROL ZONE MINIMUMS TO READ: 'WENATCHEE ALTIMETER SETTING MINIMUMS' CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED THE FOLLOWING APPLIES: 1. USE WENATCHEE ALTIMETER SETTING. 2. ALTERNATE MINIMUMS NOT AUTHORIZED.

## GRANT COUNTY

### Moses Lake

**FDC 8/1578** /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR-A OR GPS RWY 14L ORIG...S-14L MDA 1620/HAT 454 ALL CATS, VIS CAT C 1 1/4, VIS CAT D 1 1/2. MSA MOSES LAKE (MWH) VOR/DME 030-160 3300, 160-250 3800, 250-030 4100. WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

**FDC 7/2624** /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR OR GPS RWY 22, AMDT 4...S-22 MDA

1760/HAT 599, ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1760/HAA 575, ALL CATS. WENATCHEE ALTIMETER SETTING MNMS NA.

## KELSO

### Kelso-Longview

**FDC 6/3354** /KLS/ FI/T KELSO-LONGVIEW, KELSO, WA. NDB OR GPS-A AMDT 5B...WINLO INT TO KELSO NDB /LSO/ FEEDER NA.

## MOSES LAKE

### Grant County

**FDC 8/0668** /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. HI-ILS/DME RWY 32R AMDT 1...HI-VOR/DME OR TACAN RWY 32R AMDT 1...MLS RWY 32R ORIG...WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

## PASCO

### Pasco/Tri-Cities

**FDC 8/4429** /PSC/ FI/T PASCO/TRI-CITIES, PASCO, WA. ILS RWY 21R, AMDT 10...MISSED APPROACH CLIMB TO 900 THEN CLIMBING RT TO 2800 DIRECT DUNEZ LOM AND HOLD, NE, RT, 206 INBOUND.

## PAYALLUP

### Pierce County-Thun Field

**FDC 8/3508** /ISO/ FI/P PIERCE COUNTY-THUN FIELD, PUYALLUP, WA. GPS RWY 34 ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS GPS RWY 34 ORIG-A.

## PORT ANGELES

### William R. Fairchild Intl

**FDC 7/2850** /CLM/ FI/T WILLIAM R. FAIRCHILD INTL, PORT ANGELES, WA. ILS-1 RWY 8 AMDT 1A...ILS-2 RWY 8 AMDT 1A...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED THE FOLLOWING APPLIES, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE WHIDBEY ISLAND NAS ALTIMETER SETTING. 2. INCREASE ALL DH/MDAS 160 FT. 3. ALTERNATE MINIMUMS NOT AUTHORIZED.

## QUINCY

### Quincy Muni

**FDC 8/0026** /80WA/ FI/T QUINCY MUNI, QUINCY, WA. VOR/DME RNAV OR GPS RWY 27, ORIG...RNAV PORTION NA.

## RICHLAND

### RICHLAND

**FDC 5/6599** /RLD/ FI/T RICHLAND, RICHLAND, WA. VOR OR GPS RWY 25, AMDT 6...S-25 VIS CAT A 1, VIS CAT B 1.

## SEATTLE

### Boeing Field/King County Intl

**FDC 8/7247** /BFI/ FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 27...PROCEDURE TURN COMPLETION ALTITUDE 2500. MINIMUM GLIDE SLOPE INTERCEPT ALTITUDE 2500. CIRCLING CAT B MDA 840/HAA 822.

**FDC 6/0840** /BFI/ FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. LOC BC RWY 31L, AMDT 10. CIRCLING CAT B MDA 840, HAA 822.

### Seattle-Tacoma Intl

**FDC 8/7142** /SEA/ FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. CORRECT U.S. TERMINAL PROC NW VOL 1 OF 1 PAGE 367, DATED 8 OCT 98. ILS/DME RWY 34R, AMDT 1...PROFILE VIEW: IDENTIFIER AT MISSED APPROACH, 0.6 DME, SHOULD READ I-SEA VIC SEA.

**FDC 8/7117** /SEA/ FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. VOR OR GPS RWY 34L/R AMDT 8A...NDB RWY 34R, AMDT 7A...MISSED APPROACH: CLIMB TO 2100 VIA SEA R-339 TO PARKK LOM/SEA 5.8 DME AND HOLD.

## SPOKANE

### Felts Field

**FDC 8/7445** /SFF/ FI/T FELTS FIELD, SPOKANE, WA. ILS/DME RWY 21R ORIG-A...GLIDE SLOPE REQUIRED. RADAR REQUIRED FOR TERMINAL ROUTE. S-LOC 21R NA.

**FDC 8/6570** /SFF/ FI/T FELTS FIELD, SPOKANE, WA. VOR OR GPS RWY 3L AMDT 2A...ADD NOTE: ADF OR DME REQUIRED.

### Spokane Intl

**FDC 8/0024** /GEG/ FI/T SPOKANE INTL, SPOKANE, WA. ILS RWY 21 AMDT 19...VOR/DME RNAV OR GPS RWY 21 ORIG...NDB RWY 21 AMDT 14B...CIRCLING CAT A MDA 2840 HAA 468, CATS B/C MDA 2860 HAA 488.

## YAKIMA

### Yakima Air Terminal

**FDC 5/5869** /YKM/ FI/T YAKIMA AIR TERMINAL, YAKIMA, WA. ILS RWY 27, AMDT 26A...CHANGE SEGMENT ALT FROM SUNED INT TO YKM 11 DME TO READ...5500 FT VERSUS 5000 FT.

## WALLA WALLA

### Walla Walla Regional

**FDC 8/7115** /ALW/ FI/T WALLA WALLA REGIONAL, WALLA WALLA, WA. VOR OR GPS RWY 16, AMDT 11...VOR RWY 2, AMDT 10...CIRCLING CATS B/C MDA 1760/HAA 555, CAT D MDA 2040 VIS 2 3/4 HAA 835.

## WEST VIRGINIA

## JACKSON COUNTY

### Ravenswood

**FDC 8/4186** /118/ FI/T JACKSON COUNTY, RAVENSWOOD, WV. VOR/DME RWY 4 AMDT 2A...PROC NA.

## MOUNDSVILLE

### Marshall County

**FDC 8/7145** /74D/ FI/P MARSHALL COUNTY, MOUNDSVILLE, WV. VOR/DME OR GPS-A AMDT 1...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME OR GPS-A AMDT 1A.

## PETERSBURG

### Grant County

**FDC 8/7146** /W99/ FI/P GRANT COUNTY, PETERSBURG, WV. VOR/DME OR GPS-A AMDT 1...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME OR GPS-A AMDT 1A.

## PINEVILLE

### Pineville/Kee Field

**FDC 7/5552** /I16/ FI/T PINEVILLE/KEE FIELD, PINEFIELD, WV. VOR RWY 25 AMDT 3...PROC NA.

## WISCONSIN

## APPLETON

### Outagamie County Regional

**FDC 8/7136** /ATW/ FI/P OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. NDB RWY 29, AMDT 1...DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREEN BAY ALTIMETER SETTING. THIS IS NDB RWY 29, AMDT 1A.

**FDC 8/7135** /ATW/ FI/P OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. LOC BC RWY 21, ORIG...DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREEN BAY ALTIMETER SETTING. THIS IS LOC BC RWY 21, ORIG-A.

**FDC 8/7134** /ATW/ FI/P OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. LOC BC RWY 11, AMDT 1...DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREEN BAY ALTIMETER SETTING. THIS IS LOC BC RWY 11, AMDT 1A.

**FDC 8/7133** /ATW/ FI/P OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. NDB OR GPS RWY 3, AMDT 14B...DELETE GREEN BAY ALTIMETER SETTING MNMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREEN BAY ALTIMETER SETTING. ALTERNATE MNMS: STANDARD. THIS IS NDB OR GPS RWY 3, AMDT 14C.

**FDC 8/7132** /ATW/ FI/P OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. VOR/DME RWY 3, AMDT 8A...DELETE GREEN BAY ALTIMETER SETTING MNMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREEN BAY ALTIMETER SETTING. ALTERNATE MNMS: STANDARD. THIS IS VOR/DME RWY 3, AMDT 8B.

**FDC 8/7129** /ATW/ FI/P OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. VOR/DME OR GPS RWY 21, ORIG...DELETE GREEN BAY ALTIMETER SETTING MNMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREEN BAY ALTIMETER SETTING. ALTERNATE MNMS: STANDARD. THIS IS VOR/DME OR GPS RWY 21, ORIG-A.

**FDC 8/7128** /ATW/ FI/P OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. ILS RWY 29, AMDT 2...DELETE GREEN BAY ALTIMETER SETTING MNMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREEN BAY ALTIMETER SETTING. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR INCREASE S-LOC 29 CAT D VISIBILITY 1/4 MILE. THIS IS ILS RWY 29, AMDT 2A.

**FDC 8/7127** /ATW/ FI/P OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. ILS RWY 3, AMDT 16B...DELETE GREEN BAY ALTIMETER SETTING MNMS. DE-

LETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREEN BAY ALTIMETER SETTING. FOR INOPERATIVE MALSR INCREASE S-ILS-3 VISIBILITY TO RVR 5000 WHEN USING GREEN BAY ALTIMETER SETTING. THIS IS ILS RWY 3, AMDT 16C.

## CABLE

### Cable Union

**FDC 7/2204** /3CU/ FI/T CABLE UNION, CABLE, WI. VOR/DME OR GPS-A AMDT 5...VOR PORTION NA. ADD NOTE: RADAR REQUIRED. VOR/DME RNAV OR GPS RWY 34 AMDT 4...VOR/DME PORTION NA. ADD NOTE: RADAR REQUIRED. NDB OR GPS-B AMDT 9B...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO SEELEY (SLY) NDB NA. ADD NOTE: RADAR REQUIRED.

## CUMBERLAND

### Cumberland Muni

**FDC 8/7207** /UBE/ FI/P CUMBERLAND MUNI, CUMBERLAND, WI. VOR/DME-A, ORIG...CAT A CIRCLING MDA 1780/HAA 539, CAT B MDA 1800/HAA 559, CAT C MDA 1840/HAA 599. DELETE: CIRCLING CAT D. THIS IS VOR/DME-A, ORIG-A.

## DELAVER

### Lake Lawn

**FDC 8/6821** /C59/ FI/T LAKE LAWN, DELAVER, WI. NDB OR GPS RWY 18, AMDT 2A...PROC NA.

## EAU CLAIRE

### Chippewa Valley Regional

**FDC 8/6154** /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. LOC/DME BC RWY 4, AMDT 7...TERMINAL ROUTE FROM R-341 EAU VORTAC CCW (IAF) TO EAU LOC CRS (NOPT) 12 DME ARC 2900. TERMINAL ROUTE FROM EAU VORTAC TO AKETT/EAU 6 DME 2900. TERMINAL ROUTE FROM EA LOM TO AKETT 2900. PROCEDURE TURN ALTITUDE 2900. MISSED APPROACH: CLIMB TO 2900 DIRECT EA LOM AND HOLD.

**FDC 8/6134** /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. VOR OR GPS-A, AMDT 21...TERMINAL ROUTE FROM R-254 EAU VORTAC CW (IAF) TO R-360 EAU VORTAC (NOPT) 7 DME ARC 2900. PROCEDURE TURN ALTITUDE 2900. MISSED APPROACH: CLIMB TO 2900 THEN LEFT TURN DIRECT EAU VORTAC AND HOLD.

**FDC 8/4778** /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. ILS RWY 22, AMDT 6...TRML ROUTE: R-176 EAU VORTAC COUNTER CLKWS (IAF) TO EA LOM, 12 DME ARC NA. LOC/DME BC RWY 4, AMDT 7...TRML ROUTE: R-087 EAU VORTAC CLKWS (IAF) TO EAU LOC COURSE, 12 DME ARC NA. VOR OR GPS-A, AMDT 21...TRML ROUTE: R-130 EAU VORTAC COUNTER CLKWS (IAF) TO EAU VORTAC R-360, 7 DME ARC NA.

**FDC 8/2804** /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. LOC/DME BC RWY 4, AMDT 7...ILS RWY 22, AMDT 6...NDB OR GPS RWY 22, AMDT 6...VOR OR GPS-A, AMDT 21...CIRCLING: MDA 1500/HAA 593, CAT B AND C.

## FOND DU LAC

### Fond du Lac County

**FDC 8/7454** /FLD/ FI/P FOND DU LAC COUNTY, FOND DULAC, WI. NDB OR GPS RWY 9, AMDT 6...DELETE AS-TERISK FROM ORADO INT AND NOTE: 1640 WHEN US-

ING GREEN BAY ALTIMETER SETTING. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT AVAILABLE, USE GREEN BAY ALTIMETER SETTING AND INCREASE ALL MDA(S) 200 FEET. ALTERNATE MINIMUMS STANDARD. THIS IS NDB OR GPS RWY 9, AMDT 6A.

**FDC 8/7440** /FLD/ FI/P FOND DU LAC COUNTY, FOND DU LAC, WI. VOR/DME RWY 36, AMDT 6...DELETE ASTERISK FROM OSH/17 DME AND NOTE: 1660 WHEN USING GREEN BAY ALTIMETER SETTING. DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT AVAILABLE, USE GREEN BAY ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR/DME RWY 36, AMDT 6A.

**FDC 8/7439** /FLD/ FI/P FOND DU LAC COUNTY, FOND DU LAC, WI. GPS RWY 36, ORIG...DELETE ASTERISK AT 2 NM FROM AHKAN AND NOTE: 1540 WHEN USING GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT RECEIVED, USE GREEN BAY ALTIMETER SETTING. THIS IS GPS RWY 36, ORIG-A.

**FDC 8/7438** /FLD/ FI/P FOND DU LAC COUNTY, FOND DU LAC, WI. SDF RWY 36, AMDT 6...DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT AVAILABLE, USE GREEN BAY ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD. THIS IS SDF RWY 36, AMDT 6A.

**FDC 8/7437** /FLD/ FI/P FOND DU LAC COUNTY, FOND DU LAC, WI. VOR/DME OR GPS RWY 18, AMDT 6...DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT AVAILABLE, USE GREEN BAY ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR/DME OR GPS RWY 18, AMDT 6A.

## GREEN BAY

### Austin Straubel Intl

**FDC 8/5645** /GRB/ FI/T AUSTIN STRAUBEL INTL, GREEN BAY, WI. VOR OR GPS RWY 12, AMDT 18...RADAR-1 RWY 12, AMDT 8...RADAR-1 RWY 30, AMDT 8...PROC NA. TAKEOFF MINIMUMS...DELETE ALL REFERENCES TO RWY 12/30.

## HAYWARD

### Hayward Muni

**FDC 7/6306** /HYR/ FI/T HAYWARD MUNI, HAYWARD, WI. VOR/DME OR GPS RWY 02, AMDT 1, VOR RWY 20, AMDT 6...PROC NA. NDB OR GPS RWY 20, AMDT 12...RADAR REQUIRED FOR TERMINAL ROUTING TO SEELEY (SLY) NDB, WI.

## JANESVILLE

### Rock County

**FDC 8/2644** /JVL/ FI/T ROCK COUNTY, JANESVILLE, WI. VOR OR GPS RWY 4, AMDT 26...S-4: MDA 1220/HAT 415, ALL CATS, VSBY CAT C 3/4. CIRCLING: MDA 1260/HAA 452, CAT A. DME MINIMUMS: S-4 MDA 1140/HAT 335, ALL CATS. CIRCLING: MDA 1260/HAA 452, CAT A. TRML RTE: R-341 JVL VORTAC COUNTER CLKWS (IAF) TO BAKKS/7 DME, 7 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

**FDC 8/1489** /JVL/ FI/T ROCK COUNTY, JANESVILLE, WI. ILS RWY 4, AMDT 11...TRML RTE: R-341 JVL VORTAC

COUNTER CLKWS (IAF) TO LOC INCPT 8 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

## JUNEAU

### Dodge County

**FDC 8/7038** /UNU/ FI/P DODGE COUNTY, JUNEAU, WI. NDB RWY 20, AMDT 8...DELETE ASTERISK FROM BURNN INT AND NOTE: 1640 WHEN USING MADISON ALTIMETER SETTING. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE MADISON ALTIMETER SETTING, AND INCREASE ALL MDA'S 100 FEET AND CAT C VISIBILITIES 1/4 MILE. ALTERNATE MINIMUMS: STANDARD. THIS IS NDB RWY 20 AMDT 8A.

**FDC 8/7037** /UNU/ FI/P DODGE COUNTY, JUNEAU, WI. NDB RWY 2, AMDT 10...DELETE MADISON ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE MADISON ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD. THIS IS NDB RWY 2, AMDT 10A.

**FDC 8/7036** /UNU/ FI/P DODGE COUNTY, JUNEAU, WI. LOC RWY 26, ORIG-A...DELETE MADISON ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE MADISON ALTIMETER SETTING. THIS IS LOC RWY 26, ORIG-B.

## KENOSHA

### Kenosha Regional

**FDC 8/7316** /ENW/ FI/P KENOSHA REGIONAL, KENOSHA, WI. NDB OR GPS RWY 6L, AMDT 1A...DLT MILWAUKEE ALSTG MNMS. DLT NOTE: WHEN CONTROL TOWER CLSD, USE MILWAUKEE (GENERAL MITCHELL) ALSTG. THIS IS NDB OR GPS RWY 6L, AMDT 1B.

**FDC 8/7315** /ENW/ FI/P KENOSHA REGIONAL, KENOSHA, WI. VOR OR GPS RWY 24R, ORIG-A...DLT MILWAUKEE ALSTG MNMS. DLT NOTE: WHEN CONTROL TOWER CLSD, USE MILWAUKEE (GENERAL MITCHELL) ALSTG. ALTERNATE MNMS: STANDARD. THIS IS VOR OR GPS RWY 24R, ORIG-B.

**FDC 8/7314** /ENW/ FI/P KENOSHA REGIONAL, KENOSHA, WI. VOR OR GPS RWY 14, ORIG-B...DLT MILWAUKEE ALSTG MNMS. DLT NOTE: WHEN CONTROL TOWER CLSD, USE MILWAUKEE (GENERAL MITCHELL) ALSTG. ALTERNATE MNMS: STANDARD. THIS IS VOR OR GPS RWY 14, ORIG-C.

**FDC 8/7313** /ENW/ FI/P KENOSHA REGIONAL, KENOSHA, WI. ILS RWY 6L, AMDT 2A...DLT MILWAUKEE ALSTG MNMS. DLT NOTE: WHEN CONTROL TOWER CLSD, USE MILWAUKEE (GENERAL MITCHELL) ALSTG. THIS IS ILS RWY 6L, AMDT 2B.

## LADYSMITH

### Ladysmith/Rusk County

**FDC 8/7274** /RCX/ FI/P LADYSMITH/RUSH COUNTY, LADYSMITH, WI. NDB OR GPS RWY 32, AMDT 2...DELETE: TERMINAL ROUTE HAYWARD/HYR/ VOR/DME, WI TO RUSK COUNTY/RCX/ NDB, WI. THIS IS NDB OR GPS RWY 32, AMDT 2A

## LAND O'LAKES

### King's Land O'Lakes

**FDC 8/4980** /LNL/ FI/T KING'S LAND O'LAKES, LAND O'LAKES, WI. NDB OR GPS RWY 14, AMDT 9...NDB RWY 32, ORIG...LOCAL ALSTG MNMS NA. USE EAGLE RIVER ALSTG.

## MADISON

### Dane County Regional-Truax Field

**FDC 8/7019** /MSN/ FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. HI-TACAN RWY 36, AMDT 1...S-36 MDA 1400/HAT 538 ALL CATS. TEMPORARY CRANE, 1100 MSL, 430418.98N/0891930.42W.

**FDC 8/7018** /MSN/ FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. RADAR-1, AMDT 15...ASR: S-36 MDA 1400/HAT 538 ALL CATS. TEMPORARY CRANE, 1100 MSL, 430418.98N/0891930.42W.

## MEDFORD

### Taylor County

**FDC 8/7349** /MDZ/ FI/P TAYLOR COUNTY, MEDFORD, WI. NDB OR GPS RWY 33, AMDT 6...DELETE WAUSAU ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE WAUSAU ALTIMETER SETTING. THIS IS NDB OR GPS RWY 33, AMDT 6A.

**FDC 8/7329** /MDZ/ FI/P TAYLOR COUNTY, MEDFORD, WI. GPS RWY 27 ORIG...DELETE WAUSAU ALTIMETER SETTING MINIMUMS. DELETE NOTE: IF LOCAL ALTIMETER NOT RECEIVED USE WAUSAU ALTIMETER SETTING. THIS IS GPS RWY 27, ORIG-A.

## MONROE

### Monroe Muni

**FDC 8/1488** /EFT/ FI/T MONROE MUNI, MONROE, WI. VOR/DME OR GPS RWY 30, AMDT 7...TRML RTE: R-341 JVL VORTAC COUNTER CLKWS (IAF), TO JVL VORTAC R-276, 11 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

## OSCEOLA

### L. O. Simenstad Muni

**FDC 8/7326** /OEO/ FI/T L. O. SIMENSTAD MUNI, OSCEOLA, WI. TAKE-OFF MINIMUMS RWY 10 300-1. TEMPORARY CRANE 982 MSL OPERATING 238 FEET FROM DEPARTURE END OF RWY 10 550 FEET LEFT OF CENTERLINE.

## PORTAGE

### Portage Muni

**FDC 5/6014** /C47/ FI/T PORTAGE MUNI, PORTAGE, WI. RVAV OR GPS RWY 17 AMDT 3...MNMS: S-17 MDA 1440/HAT 622 CATS A/B. CIRCLING MDA 1500/HAA 675 CATS A/B. VOR/DME OR GPS-A AMDT 5...MNMS: CIRCLING MDA 1500/HAA 675 CATS A/B.

## RACINE

### John H. Batten

**FDC 8/7453** /RAC/ FI/P JOHN H. BATTEN, RACINE, WI. VOR/DME RNAV OR GPS RWY 22, AMDT 3...DELETE MILWAUKEE GENERAL MITCHELL ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE MILWAUKEE GENERAL MITCHELL ALTIMETER SETTING. THIS IS VOR/DME RNAV OR GPS RWY 22, AMDT 3A.

**FDC 8/7420** /RAC/ FI/P JOHN H. BATTEN, RACINE, WI. ILS RWY 4, AMDT 4A...DELETE MILWAUKEE GENERAL MITCHELL ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING. THIS IS ILS RWY 4, AMDT 4B.

**FDC 8/7358** /RAC/ FI/P JOHN H. BATTEN, RACINE, WI. NDB OR GPS RWY 4, AMDT 3A...DELETE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING. THIS IS NDB OR GPS RWY 4, AMDT 3B.

**FDC 8/7353** /RAC/ FI/P JOHN H. BATTEN, RACINE, WI. VOR OR GPS RWY 4, ORIG...DELETE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR OR GPS RWY 4, ORIG-A.

## RHINELANDER

### Rhinelanders-Onieda County

**FDC 8/7404** /RHI/ FI/P RHINELANDER-ONIEDA COUNTY, RHINELANDER, WI. VOR/DME OR GPS RWY 27, ORIG-B...DELETE WAUSAU ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WAUSAU ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR/DME OR GPS RWY 27, ORIG-C.

**FDC 8/7403** /RHI/ FI/P RHINELANDER-ONIEDA COUNTY, RHINELANDER, WI. VOR OR GPS RWY 9, AMDT 4B...DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WAUSAU ALTIMETER SETTING AND INCREASE ALL MDA'S 160 FEET, AND VISIBILITY CATS C AND D 1/2 MILE. DELETE ASTERISK FROM RHI/3 DME AND NOTE: 2260 WHEN USING WAUSAU ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR OR GPS RWY 9, AMDT 4C.

**FDC 8/7402** /RHI/ FI/P RHINELANDER-ONIEDA COUNTY, RHINELANDER, WI. ILS RWY 9, AMDT 6...DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WAUSAU ALTIMETER SETTING AND INCREASE ALL MDA'S 160 FEET, INCREASE S-ILS 9 VISIBILITY 1/4 MILE AND S-LOC 9 CATS C AND D 1/4 MILE. DELETE ASTERISK FROM RHI/3 DME AND NOTE: 2220 WHEN USING WAUSAU ALTIMETER SETTING. ALTERNATE MINIMUMS: ILS: STANDARD, EXCEPT CAT D 700-2, LOC, NA. THIS IS ILS RWY 9, AMDT 6A.

## SHEBOYGAN

### Sheboygan County Memorial

**FDC 8/7421** /SBM/ FI/P SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. VOR RWY 21, AMDT 6...DELETE NOTE: OBTAIN LOCAL ALTIMETER ON CTAF. WHEN NOT AVAILABLE USE GREEN BAY ALTIMETER SETTING. DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR RWY 21, AMDT 6A.

**FDC 8/7348** /SBM/ FI/P SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. NDB OR GPS RWY 21, ORIG...DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER ON CTAF. WHEN NOT AVAILABLE USE GREEN BAY ALTIMETER SETTING. THIS IS NDB OR GPS RWY 21, ORIG-A.

**FDC 8/7347** /SBM/ FI/P SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. ILS RWY 21, ORIG...DELETE



NOTE: OBTAIN LOCAL ALTIMETER ON CTAF. WHEN NOT AVAILABLE USE GREEN BAY ALTIMETER SETTING. DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. THIS IS ILS RWY 21, ORIG-A.

**EDC 8/7346** /SBM/ F/I/P SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. VOR OR GPS RWY 3, AMDT 6...DELETE NOTE: OBTAIN LOCAL ALTIMETER ON CTAF. WHEN NOT AVAILABLE USE GREEN BAY ALTIMETER SETTING. DELETE GREEN BAY ALTIMETER SETTING MINIMUMS. THIS IS VOR OR GPS RWY 3, AMDT 6A.

## **OLON SPRINGS**

### **Solon Springs Muni**

**EDC 7/2201** /OLG/ F/I/T SOLON SPRINGS MUNI, SOLON SPRINGS, WI. NDB RWY 19 AMDT 1...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO SOLON SPRINGS (OLG) NDB NA. ADD NOTE: RADAR REQUIRED.

## **STEVENS POINT**

### **Stevens Point Muni**

**EDC 8/7394** /STE/ F/I/P STEVENS POINT MUNI, STEVENS POINT, WI. VOR OR GPS RWY 30, AMDT 17...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WAUSAU ALTIMETER SETTING AND INCREASE ALL MDA'S 80 FEET AND VISIBILITY CATS C AND D 1/4 MILE. DELETE ASTERISK FROM STE/2.2 DME AND NOTE: 1820 WHEN USING WAUSAU ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD EXCEPT CATEGORY D, 800-2 1/4. THIS IS VOR OR GPS RWY 30, AMDT 17A.

**EDC 8/7390** /STE/ F/I/P STEVENS POINT MUNI, STEVENS POINT, WI. VOR OR GPS RWY 21, AMDT 18...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WAUSAU ALTIMETER SETTING AND INCREASE ALL MDA'S 80 FEET AND VISIBILITY CATS C AND D 1/4 MILE. DELETE ASTERISK FROM STE 2.1 DME AND NOTE: 1680 WHEN USING WAUSAU ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD EXCEPT CATEGORY 3, 800-2 1/4. THIS IS VOR OR GPS RWY 21, AMDT 18A.

**EDC 8/7389** /STE/ F/I/P STEVENS POINT MUNI, STEVENS POINT, WI. VOR/DME OR GPS RWY 3, AMDT 14...DELETE WAUSAU ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE WAUSAU ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD EXCEPT CATEGORY D, 800-2 1/4. THIS IS VOR/DME OR GPS RWY 3, AMDT 14A.

## **WATERTOWN**

### **Watertown Muni**

**EDC 8/7388** /RYV/ F/I/P WATERTOWN MUNI, WATERTOWN, WI. NDB OR GPS RWY 23, AMDT 1...DLT MADISON ALSTG MNMS. DLT NOTE: OBTAIN LOCAL ALTM ON CTAF; WHEN NOT RECEIVED, USE MADISON ALSTG. THIS IS NDB OR GPS RWY 23, AMDT 1A.

**EDC 8/7387** /RYV/ F/I/P WATERTOWN MUNI, WATERTOWN, WI. NDB RWY 5, AMDT 1...DLT MADISON ALSTG MNMS. DLT NOTE: OBTAIN LOCAL ALTM ON CTAF; WHEN NOT RECEIVED, USE MADISON ALSTG. THIS IS NDB RWY 5, AMDT 1A.

**EDC 8/7386** /RYV/ F/I/P WATERTOWN MUNI, WATERTOWN, WI. VOR/DME RNAV OR GPS RWY 5, AMDT 3...DLT MADISON ALSTG MNMS. DLT NOTE: OBTAIN LOCAL ALTM ON CTAF; WHEN NOT RECEIVED, USE MADISON ALSTG. THIS IS VOR/DME RNAV OR GPS RWY 5, AMDT 3A.

**EDC 8/7385** /RYV/ F/I/P WATERTOWN MUNI, WATERTOWN, WI. VOR/DME RWY 29, ORIG...DLT MADISON ALSTG MNMS. DLT NOTE: OBTAIN LOCAL ALTM ON CTAF; WHEN NOT RECEIVED, USE MADISON ALSTG. ALTERNATE MNMS: STANDARD, EXCEPT CAT D 900 2-3/4. THIS IS VOR/DME RWY 29, ORIG-A.

## **WAUKESHA**

### **Waukesha County**

**EDC 8/7344** /UES/ F/I/P WAUKESHA COUNTY, WAUKESHA, WI. VOR OR GPS-A, AMDT 15A...DELETE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING. ALTERNATE MINIMUMS: CATEGORY D 800 2-1/4. THIS IS VOR OR GPS-A, AMDT 15B.

**EDC 8/7343** /UES/ F/I/P WAUKESHA COUNTY, WAUKESHA, WI. NDB OR GPS RWY 28, AMDT 3A...DELETE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING. THIS IS NDB OR GPS RWY 28, AMDT 3B.

**EDC 8/7341** /UES/ F/I/P WAUKESHA COUNTY, WAUKESHA, WI. ILS RWY 10, ORIG...DELETE MILWAUKEE ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING. THIS IS ILS RWY 10, ORIG-A.

## **WEST BEND**

### **West Bend Muni**

**EDC 8/7436** /ETB/ F/I/P WEST BEND MUNI, WEST BEND, WI. VOR RWY 13, AMDT 5...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT AVAILABLE, USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING AND INCREASE ALL MDA'S 140 FEET. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR RWY 13, AMDT 5A.

**EDC 8/7435** /ETB/ F/I/P WEST BEND MUNI, WEST BEND, WI. LOC RWY 31, ORIG...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT AVAILABLE, USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING AND INCREASE ALL MDA'S 120 FEET. THIS IS LOC RWY 31, ORIG-A.

**EDC 8/7433** /ETB/ F/I/P WEST BEND MUNI, WEST BEND, WI. VOR OR GPS RWY 24, AMDT 2...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT AVAILABLE, USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING AND INCREASE ALL MDA'S 140 FEET. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR OR GPS RWY 24, AMDT 2A.

**EDC 8/7410** /ETB/ F/I/P WEST BEND MUNI, WEST BEND, WI. VOR/DME RNAV OR GPS RWY 13, AMDT 5...DELETE MILWAUKEE ALTIMETER SETTING MINIMUM. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT AVAILABLE, USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING. THIS IS VOR/DME RNAV OR GPS RWY 13, AMDT 5A.

**EDC 8/7406** /ETB/ F/I/P WEST BEND MUNI, WEST BEND, WI. NDB OR GPS RWY 31, AMDT 10...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN



NOT AVAILABLE, USE MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING AND INCREASE ALL MDA'S 120 FEET. ALTERNATE MINIMUMS: STANDARD. THIS IS NDB OR GPS RWY 31, AMDT 10A.

## **WISCONSIN RAPIDS**

### **Alexander Field South Wood County**

**FDC 8/7422** /ISW/ FI/P ALEXANDER FIELD SOUTH WOOD COUNTY, WISCONSIN RAPIDS, WI. VOR/DME OR GPS-A, AMDT 9...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE WAUSAU ALTIMETER SETTING. DELETE WAUSAU ALTIMETER SETTING MINIMUMS. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR/DME OR GPS-A, AMDT 9A.

**FDC 8/7359** /ISW/ FI/P ALEXANDER FIELD SOUTH WOOD COUNTY, WISCONSIN RAPIDS, WI. NDB OR GPS RWY 2, AMDT 5...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE WAUSAU ALTIMETER SETTING. DELETE WAUSAU ALTIMETER SETTING MINIMUMS. THIS IS NDB OR GPS RWY 2, AMDT 5A.

**FDC 8/7352** /ISW/ FI/P ALEXANDER FIELD SOUTH WOOD COUNTY, WISCONSIN RAPIDS, WI. SDF RWY 2, AMDT 4...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE WAUSAU ALTIMETER SETTING. DELETE WAUSAU ALTIMETER SETTING MINIMUMS. THIS IS SDF RWY 2, AMDT 4A.

**FDC 8/7350** /ISW/ FI/P ALEXANDER FIELD SOUTH WOOD COUNTY, WISCONSIN RAPIDS, WI. NDB OR GPS RWY 29, AMDT 8...DELETE NOTE: OBTAIN LOCAL AL-

TIMETER SETTING ON CTAF. WHEN NOT RECEIVED USE WAUSAU ALTIMETER SETTING. DELETE WAUSAU ALTIMETER SETTING MINIMUMS. THIS IS NDB OR GPS RWY 29, AMDT 8A.

## **WYOMING**

### **CASPER**

#### **Natrona County Intl**

**FDC 8/5905** /CPR/ FI/T NATRONA COUNTY INTL, CASPER, WY. ILS RWY 8 AMDT 24...DELETE NOTE: CAT D 2-LOC VIS INCREASED 1/4 MILE FOR INOP MM.

**FDC 4/6941** /CPR/ FI/T NATRONA COUNTY INTL, CASPER, WY. VOR/DME OR GPS RWY 3, AMDT 3...S-3 MINS NA: DDY 17.2 DME MIN ALT 6460.

### **CHEYENNE**

#### **Cheyenne**

**FDC 8/5212** /CYS/ FI/P CHEYENNE, CHEYENNE, WY. GPS RWY 12, AMDT 1...CIRCLING CAT D MDA 6720/HAA 564. THIS IS GPS RWY 12, AMDT 1A.

**FDC 8/3749** /CYS/ FI/T CHEYENNE, CHEYENNE, WY. ILS RWY 26, AMDT 33...CHANGE NOTE TO READ: FOR INOPERATIVE MALSR INCREASE CAT D S-LOC VISIBILITY 1/4 MILE.

### **FT BRIDGER**

#### **Ft Bridger**

**FDC 5/2829** /FBR/ FI/T FT BRIDGER, FT BRIDGER, WY. VOR OR GPS RWY 22 AMDT 1...PROC NA.

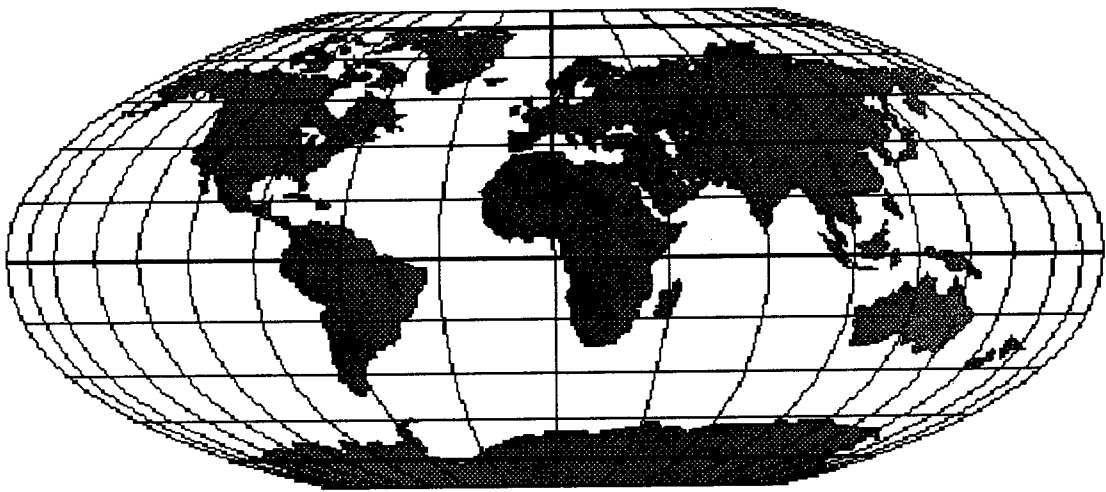


**Part 1.**

**Section 3.**

**FDC**

**GENERAL NOTAMS**





## Section 3. GENERAL FDC NOTAMS

### **FDC 8/7867 F/P CORRECT U.S. GOVERNMENT CHICAGO SECTIONAL.**

AERONAUTICAL CHART 57TH EDITION. CHICAGO O'HARE INTL (ORD) LENGTH OF LONGEST RWY IN HUNDREDS OF FEET SHOULD READ 130 VICE 30.

### **FDC 8/7815 F/P U.S. GOVERNMENT FLIGHT INFORMATION PUBLICATION. U.S. TERMINAL PROCEDURES, NORTH CENTRAL**

U.S. TERMINAL PROCEDURES, NORTH CENTRAL VOLUMB 3 (NC-3), EFFECTIVE 8 OCT 1998 TO 3 DEC 1998, HAS BEEN REPORTED TO HAVE DUPLICATE AND/OR MISSING PAGES. THIS IS A RANDOM PROBLEM. CHECK ALL BOOKS AND CONTACT NOAA/NOS DISTRIBUTION, RIVERDALE, MD, TELEPHONE 800-838-8972 FOR A FREE REPLACEMENT.

### **FDC 8/7589 ZZZ DEMOCRATIC REPUBLIC OF CONGO (DROC) (FORMERLY ZAIRE)**

ADVISORY POTENTIALLY HOSTILE SITUATION. ATTENTION U.S. OPERATORS: THE DROC HAS BEEN INVOLVED IN A CIVIL WAR PERIODICALLY SINCE 1998; FIGHTING THERE HAS SHIFTED BACK AND FORTH FROM ONE SIDE OF THE COUNTRY TO THE OTHER. NONE OF THE FORCES INVOLVED IN THE REGIONAL FIGHTING IS KNOWN TO HAVE THE CAPABILITY OF TARGETING AIRCRAFT AT NORMAL OVERFLIGHT CRUISING ALTITUDES ABOVE 15,000 FEET ABOVE GROUND LEVEL (AGL).

AIRCRAFT OPERATING BELOW 15,000 FEET (AGL), IN THE DROC MAY COME WITH WEAPONS RANGE AS THE FIGHTING CONTIUNES. AN OCTOBER 1998 INCIDENT IN EASTERN ZAIRE, WHERE A CIVILIAN B-727 WAS SHOT DOWN BY A MAN-PORTABLE MISSILE, DEMONSTRATES THAT THE REBEL FORCES IN THE DROC CAN AND WILL SHOOOT DOWN CIVIL AIRCRAFT THEY BELIEVE TO BECARRING GOVERNMENT SOLDIERS OR WEAPONRY. THE DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR THIS REGION. CONSIDERING FLIGHTS WITHIN THE DROC SHOULD FAMILIARIZE THEMSELVES WITH THE CURRENT SITUATION.

### **FDC 8/6150 ZZZ DEMOCRATIC REPUBLIC OF CONGO (DROC) (FORMERLY ZAIRE)**

ADVISORY - POTENTIALLY HOSTILE SITUATION. ATTENTION U.S. OPERATORS: FIGHTING HAS SPREAD TO THE DROC CAPITAL OF KINSHASA, WHERE FIERCE SKIRMISHES ARE CONCENTRATED NEAR THE INTERNATIONAL AIRPORT. AS RECENTLY AS AUGUST 28, 1998, AN UNIDENTIFIED HELICOPTER WAS SHOT DOWN IN KINSHASA. TO THE BEST OF OUR KNOWLEDGE, THE DROC CIVIL AVIATION AUTHORITY HAS NOT ISSUED A NOTAM CLOSING THE INTERNATIONAL AIRPORT. WHILE NONE OF THE FORCES INVOLVED IN THE REGIONAL FIGHTING HAS THE CAPABILITY OF TARGETING AIRCRAFT AT NORMAL OVERFLIGHT CRUISING ALTITUDES, AIRCRAFT OPERATING BELOW 10,000 FEET IN THE DROC MAY COME WITHIN WEAPONS RANGE AS THE FIGHTING CONTINUES. THE DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR THIS REGION. OPERATORS CONSIDERING FLIGHTS WITHIN THE DROC SHOULD FAMILIARIZE THEMSELVES WITH THE CURRENT SITUATION AND PROPER CLEARANCE PROCEDURES.

### **FDC 8/5926 ZZZ SUDAN ADVISORY: ATTENTION U.S. CIVIL**

OPERATORS: UNTIL FURTHER NOTICE, BY ORDER OF THE ADMINISTRATOR OF THE FAA, U.S. AIR CARRIERS AND COMMERCIAL OPERATORS, U.S. CERTIFICATED AIRMEN, AND OPERATORS OF U.S. REGISTERED AIRCRAFT (UNLESS SUCH OPERATOR IS A FOREIGN AIR CARRIER) ARE PROHIBITED FROM OPERATING INTO SUDANESE AIRSPACE DUE TO RECENT STRIKES CONDUCTED BY THE U.S. MILITARY.

### **FDC 8/5925 ZZZ AFGHANISTAN ADVISORY: ATTENTION U.S. CIVIL**

OPERATORS: UNTIL FURTHER NOTICE, BY ORDER OF THE ADMINISTRATOR OF THE FAA, U.S. AIR CARRIERS AND COMMERCIAL OPERATORS, U.S. CERTIFICATED AIRMEN, AND OPERATORS OF U.S. REGISTERED AIRCRAFT (UNLESS SUCH OPERATOR IS A FOREIGN AIR CARRIER) ARE PROHIBITED FROM OPERATING INTO AFGHAN AIRSPACE DUE TO RECENT STRIKES CONDUCTED BY THE U.S. MILITARY.

### **FDC 8/3319 FDC .....ETHIOPIAN/ERITREA ADVISORY.....**

ETHIOPIAN FIGHTER AIRCRAFT ATTACKED THE MILITARY OPERATIONS SIDE OF ASMARA INTERNATIONAL AIRPORT, ERITREA, TWICE ON JUNE 5, 1998, AS PART OF AN ESCALATING BORDER DISPUTE. ERITREAN AIRCRAFT ATTACKED MEKELE AIRPORT IN NORTHERN ETHIOPIA ON THE SAME DAY. THE SITUATION REMAINS UNSETTLED. OPERATORS CONSIDERING FLIGHTS WITHIN ETHIOPIA AND ERITREA SHOULD FAMILIARIZE THEMSELVES WITH THE CURRENT SITUATION AND ARE ADVISED TO CONTACT RESPECTIVE TOWERS IN ETHIOPIA AND ERITREA FOR THE LATEST UPDATE.

### **FDC 8/2843 ZZZ PART 1 OF 2 F/T SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 67- PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN.**

1. APPLICABILITY. THIS RULE APPLIES TO ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS, ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, AND ALL OPERATORS USING AIRCRAFT REGISTERED IN THE UNITED STATES EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

2. FLIGHT PROHIBITION. EXCEPT AS PROVIDED IN PARAGRAPH 3 AND 4 OF THIS SFAR NO PERSON DESCRIBED IN PARAGRAPH 1 MAY CONDUCT FLIGHT OPERATIONS WITHIN THE TERRITORY OF AFGHANISTAN.

3. PERMITTED OPERATIONS. THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH 1 FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN:

A. WHERE SUCH OPERATIONS ARE AUTHORIZED BY EXEMPTION ISSUED BY THE ADMINISTRATOR OR BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH APPROVAL OF THE FAA; OR

B. EAST OF 070 35 EAST LONGITUDE, OR SOUTH OF 33 NORTH LATITUDE.

4. EMERGENCY SITUATIONS. IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF FLIGHT, THE PILOT IN COMMAND OF THE AIRCRAFT MAY DEViate FROM THIS SFAR TO THE EXTENT REQUIRED BY THAT EMERGENCY. EXCEPT FOR U.S. AIR CARRIERS AND COMMERCIAL OPERATORS THAT ARE SUBJECT TO THE REQUIREMENTS OF 14 CFR 121.557, 121.559, OR 135.19, EACH PERSON WHO DEVIATES FROM THIS RULE SHALL, WITHIN TEN (10) DAYS OF THE DEVIATION, EXCLUDING SATURDAY, SUNDAY, AND FEDERAL HOLIDAYS, SUBMIT TO THE NEAREST FAA FLIGHT STANDARDS DISTRICT OFFICE A COMPLETE REPORT OF THE OPERATIONS OF THE AIRCRAFT INVOLVED IN THE DEVIATION, INCLUDING A DESCRIPTION OF THE DEVIATION AND REASONS THEREFORE.

### **FDC 8/2186 FDC AIRCRAFT EQUIPMENT SUFFIXES EFFECTIVE APRIL 23 1998 THE FOLLOWING CHANGES WILL BE INCORPORATED INTO THE FAA(S) LIST OF DESIGNATED QUALIFIER SUFFIXES:**

/R - RNP TYPE CERTIFICATION.

(RNP - REQUIRED NAVIGATIONAL PERFORMANCE - INDICATES THAT THE ONBOARD AVIONICS HAVE BEEN CERTIFIED TO A LEVEL OF ACCURACY THAT ALLOWS THE AIRCRAFT TO OPERATE IN AIRSPACE THAT INCORPORATES REDUCED SEPARATION STANDARDS.

/I - AREA NAVIGATION WITH MODE C.

PILOTS SHOULD NOTE THAT BOTH /R AND /I INDICATE AN ABILITY TO CONDUCT POINT TO POINT NAVIGATION. PILOTS SHOULD ALSO NOTE THAT THESE CHANGES ALIGN THE U.S. WITH ICAO EQUIPMENT SUFFIXES FOR THESE TWO DESIGNATORS.

INCLUSION OF /R INDICATES THAT AN AIRCRAFT MEETS THE RNP TYPE PRESCRIBED FOR THE ROUTE SEGMENT(S), ROUTE(S) AND/OR AREA CONCERNED.

### **FDC 8/1167 ZZZ SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 79--**

PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE FLIGHT INFORMATION REGION (FIR) OF THE DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA (DPRK) HAS BEEN AMENDED TO ALLOW U.S. OPERATIONS WITHIN THE PYONGYANG FIR, EAST OF 132 DEGREES EAST LONGITUDE.

REQUIRED OPERATIONAL GUIDELINES ESTABLISHED BY THE D.P.R. OF KOREA FOR FLIGHTS WITHIN PYONGYANG FIR MAY BE FOUND IN THE AERONAUTICAL INFORMATION PUBLICATION (AIP) OF D.P.R. OF KOREA (NORTH KOREA).

THE AIP MAY BE REQUESTED VIA AFTN: ZKKY OYX, OR BY WRITING TO: AERONAUTICAL INFORMATION SERVICE, ROOM 308, CIVIL AVIATION ADMINISTRATION, SUNAN DISTRICT, PYONGYANG, D.P.R. OF KOREA.

U.S. OPERATORS ARE RESPONSIBLE FOR OBTAINING AND MAKING AVAILABLE TO FLIGHT CREWS ALL NECESSARY INFORMATION AND DOCUMENTATION TO ENSURE SAFETY OF FLIGHT. FLIGHT CREWS MUST BE ABLE TO OPERATE USING THE METRIC UNITS OF MEASURE USED IN ALL PHASES OF FLIGHT OPERATIONS, E.G., METERS, KILOMETERS PER HOUR, HECTOPASCALS, METERS PER SECOND, ETC.

THE U.S. GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC, CONSULAR, OR TRADE RELATIONS WITH NORTH KOREA. CONSEQUENTLY, THE U.S. GOVERNMENT IS NOT IN A POSITION TO ACCORD NORMAL CONSULAR PROTECTIVE SERVICES TO U.S.

CITIZENS IN NORTH KOREA. THE SWEDISH GOVERNMENT, ACTING THROUGH ITS EMBASSY IN PYONGYANG, SERVES AS THE PROTECTING POWER FOR U.S. INTERESTS IN NORTH KOREA. ANY U.S. OPERATOR MAKING AN UNANTICIPATED LANDING IN NORTH KOREA SHOULD CONTACT THE SWEDISH EMBASSY IN PYONGYANG FOR ANY NEEDED ASSISTANCE AT TELEPHONE (850-2)381-7523 OR FAX / TELEPHONE (850-2)381-7258.

**FDC 8/1845 FDC US NOTAM OFFICE, ATCSCC, HERNDON, VA**

EFFECTIVE 1 APRIL 1998 UNTIL FURTHER NOTICE THE US NOTAM SYSTEM WILL BEGIN RETAINING THE FDC NOTAM NUMBER LINE OF CANCELLED FDC NOTAMS AND ADD A REFERENCE TO THE CANCELLING NOTAM FOR A PERIOD OF 30 DAYS FROM THE CANCELLATION DATE. THIS CHANGE WILL BE DISPLAYED AS FOLLOWS:

FDC x/xxxx XXX CANCELLED BY FDC x/xxxx ON 3/1/98 15:35.

THE ABOVE EXAMPLE WOULD BE REMOVED FROM THE US NOTAM DATABASE ON 3/31/98.

THIS DISPLAY WILL BE AVAILABLE FROM THE USNS DATABASE ONLY WHEN REQUESTED.

**FDC 8/0093 FDC INSTRUMENT DEPARTURE PROCEDURES (DP'S)**

EFFECTIVE JANUARY 01, 1998 ALL EXISTING TEXTUAL DEPARTURE PROCEDURES AND STANDARD INSTRUMENT DEPARTURES (SID) WILL BE REDESIGNATED AS INSTRUMENT DEPARTURE PROCEDURES (DP'S). PROCEDURALLY, THERE WILL BE NO CHANGES TO THE USE OF GRAPHICALLY PUBLISHED DP'S (FORMER SID'S) OR THEIR NAMES. FOR TEXTUALLY PUBLISHED DP'S, WHEN COMPLIANCE WITH THE PROCEDURE IS NECESSARY FOR TRAFFIC SEPARATION, ATC WILL ISSUE: "DEPART VIA (AIRPORT NAME) (RUNWAY NUMBER) DEPARTURE PROCEDURE." AS PART OF THE ATC CLEARANCE. THE "T" ICON ON

INSTRUMENT APPROACH PROCEDURE CHARTS WILL CONTINUE TO INDICATE THAT NONSTANDARD IFR TAKEOFF MINIMUMS AND/OR TEXTUAL DP'S ARE PUBLISHED FOR THAT AIRPORT. TEXTUAL DP'S PROVIDE OBSTACLE CLEARANCE.

IN THE ABSENCE OF A DP IN THE ATC CLEARANCE, PART 91 OPERATORS ARE ENCOURAGED TO USE THESE PROCEDURES DURING IMC AND/OR NIGHT OPERATIONS. BEGINNING WITH THOSE PUBLISHED AFTER 01/01/98, ALL NEW RNAV DP'S WILL BE PUBLISHED GRAPHICALLY. EXISTING TEXTUAL DP'S WILL BE REVIEWED INDIVIDUALLY AND, WHERE APPROPRIATE, PROCESSED FOR GRAPHIC DEPICTION. THIS NOTAM DOES NOT AFFECT ANY FAR OR AIR CARRIER OPS SPEC.

**FDC 76158 FDC WAKE VORTEX ENCOUNTERS WITHIN NAT MNPS AIRSPACE.**

IN FLIGHT CONTINGENCY PROCEDURES FOR WAKE VORTEX ENCOUNTERS WITHIN NORTH ATLANTIC (NAT) MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS) AIRSPACE. EFFECTIVE SEPTEMBER 24, 1997 UNTIL FURTHER NOTICE, 1000 FEET VERTICAL SEPARATION MINIMUM WAS IMPLEMENTED IN THE MNPS AIRSPACE ON THE NORTH ATLANTIC REGION FROM FLIGHT LEVELS 330 TO 370 INCLUSIVE ON 27 MARCH 1997.

PILOT REPORTS HAVE SINCE BEEN RECEIVED OF WAKE VORTEX FROM AIRCRAFT AHEAD ON THE SAME ROUTE AND 1000 FEET ABOVE.

IN SUCH INSTANCES, THE PILOT SHOULD NOTIFY ATC AND REQUEST A REVISED CLEARANCE. HOWEVER, IN SITUATIONS WHERE A REVISED CLEARANCE IS NOT POSSIBLE OR PRACTICABLE:

a) THE PILOT MAY ESTABLISH CONTACT WITH OTHER AIRCRAFT ON 131.8 MHZ, IF POSSIBLE, AND

b) ONE OR BOTH AIRCRAFT MAY INITIATE LATERAL OFFSET(S) NOT TO EXCEED 2 NM FROM THE ASSIGNED ROUTE(S) OR TRACK(S).

i) AS SOON AS IT IS PRACTICABLE TO DO SO, OFFSETTING AIRCRAFT NOTIFY ATC THAT TEMPORARY LATERAL OFFSET(S) HAVE BEEN TAKEN AND SPECIFY THE REASON FOR DOING SO (ATC WILL NOT NORMALLY RESPOND), AND

ii) OFFSETTING AIRCRAFT RETURN TO THE ASSIGNED ROUTE(S) OR TRACK(S) AS SOON AS THE OFFSET(S) ARE NO LONGER REQUIRED, AND

iii) OFFSETTING AIRCRAFT NOTIFY ATC WHEN RE-ESTABLISHED ON ASSIGNED ROUTE(S) OR TRACK(S) (ATC WILL NOT NORMALLY RESPOND).

**NOTE:** ATC WILL NOT ISSUE CLEARANCES FOR LATERAL OFFSETS. THIS PROCEDURE DOES NOT SUPERCEDE THE IN-FLIGHT CONTINGENCY PROCEDURES CONTAINED IN THE NAT REGIONAL SUPPLEMENTARY PROCEDURES, OR THE IN-FLIGHT PROCEDURES, OR THE IN-FLIGHT PROCEDURES CONTAINED IN NAT GUIDANCE MATERIAL. IT SHOULD NOT BE INTERPRETED IN ANY WAY THAT PREJUDICES THE FINAL AUTHORITY AND RESPONSIBILITY OF THE PILOT-IN-COMMAND FOR THE SAFE OPERATION OF THE AIRCRAFT.

**FDC 7/4186 ZZZ**

THE UNITED STATES WILL WITHDRAW ITS SUPPORT AND FUNDING OF THE OMEGA LONG RANGE NAVIGATION SYSTEM ON SEPTEMBER 30,

1997. THIS WILL EFFECTIVELY ELIMINATE THE USE OF OMEGA FOR GLOBAL NAVIGATION. THE U.S. WILL WITHDRAW EXISTING APPROVALS AND DECERTIFY THE USE OF OMEGA FOR GLOBAL NAVIGATION BY U.S. OPERATORS AND FOREIGN OPERATORS OPERATING IN U.S. AIRSPACE ON OR ABOUT THIS SAME DATE. ALL CURRENT OMEGA OWNER/OPERATORS ARE REMINDED THAT THEY ARE REQUIRED TO NAVIGATE ON PLANNED ROUTES TO THE DEGREE OF ACCURACY REQUIRED FOR AIR TRAFFIC CONTROL AND MAY NEED TO INSTALL/USE ALTERNATIVE LONG RANGE NAVIGATION EQUIPMENT APPROPRIATE FOR THEIR ROUTE OF FLIGHT BEFORE THIS DATE. PLEASE BE ADVISED THAT THE FAA INTENDS TO ISSUE A CORRECTION RULE TO REMOVE ANY REFERENCE TO OMEGA FROM THE FEDERAL AVIATION REGULATIONS IN THE NEAR FUTURE

**FDC 7/3220 ZZZ - IRAQ ADVISORY -**

THIS INFORMATION ORIGINATES FROM THE UNITED STATES (U.S.) AND IS PROMULGATED IN THE INTEREST OF SAFETY OF FLIGHT. FOLLOWING THE TERMINATION OF HOSTILITIES IN IRAQ, THE U.S., IN CONJUNCTION WITH COALITION ALLIES, ESTABLISHED TWO NO-FLY ZONES (NFZ) OVER IRAQI TERRITORY TO ALLOW COALITION AIRCRAFT TO MONITOR AND REPORT ON IRAQI COMPLIANCE WITH UNITED NATIONS (UN) SECURITY COUNCIL RESOLUTIONS 687 AND 688. AS OF SEPTEMBER 3, 1996, THESE NFZ INCLUDE THE IRAQI TERRITORY AND AIRSPACE SOUTH OF 33 DEGREES NORTH LATITUDE AND IRAQI TERRITORY AND AIRSPACE NORTH OF 36 DEGREES NORTH LATITUDE. COALITION AIRCRAFT ROUTINELY OPERATE IN THESE AREAS TO ENFORCE THE NFZ PROCEDURES.

STRICT ADHERENCE TO THESE PROCEDURES IS ESSENTIAL TO PRECLUDE THE INADVERTENT USE OF FORCE AGAINST ANY AIRCRAFT FLYING IN THE NFZ.

OPERATORS OTHER THAN COALITION MILITARY AND UN MARKED AIRCRAFT DESIRING TO ENTER THE NFZ MUST OBTAIN PRIOR MISSION APPROVAL THROUGH THEIR REQUESTING NATION FROM THE UN SANCTIONS COMMITTEE. FOLLOWING MISSION APPROVAL, THOSE MISSIONS PLANNED FOR SOUTH OF 33 DEGREES NORTH LATITUDE PROVIDE FLIGHT PLAN INFORMATION BELOW TO THE JOINT TASK FORCE SOUTHWEST ASIA (JTF-SWA). INFORMATION REQUESTED INCLUDES: DATE AND TIME OF FLIGHT, PURPOSE OF FLIGHT, TYPE AIRCRAFT, ROUTE SPECIFICS, DEPARTURE POINT, AND DESTINATION. CONTACT JTF-SWA DIRECTLY AT 966-1-478-1100, EXTENSION 435-7783, TO PROVIDE FLIGHT PLAN INFORMATION ABOVE.

THOSE MISSIONS PLANNED FOR NORTH OF 36 DEGREES NORTH LATITUDE PROVIDE ABOVE STATED INFORMATION TO COMBINED TASK FORCE OPERATION NORTHERN WATCH (CTF-ONW). INFORMATION MAY BE PROVIDED BY MESSAGE TO "CTF OPERATION NORTHERN WATCH INCRLIK AB TU" OR TELECON TO 90-322-316-3014.

NON-COALITION, NON-UN AIRCRAFT OPERATING WITHIN THE NFZ WITHOUT BOTH UN SANCTION COMMITTEE APPROVAL AND DIRECT FLIGHT PLAN NOTICE TO JTF-SWA OR CTF-ONW WILL BE INTERCEPTED FOR A VISUAL IDENTIFICATION (VID). THOSE AIRCRAFT OPERATING IN THE NFZ WHICH DO NOT COMPLY WITH THE TRACK, IFF, AND COMMUNICATION PROCEDURES WILL ALSO BE INTERCEPTED FOR A VID. ALL AIRCRAFT FLYING WITHIN THE NFZ SHOULD CONTINUOUSLY MONITOR GUARD EMERGENCY FREQUENCIES (VHF 121.5 AND/OR UHF 243.0 MHZ). AIRCRAFT EQUIPPED WITH A CIVIL TYPE RADAR TRANSPONDER SHOULD OPERATE IT CONTINUOUSLY WHEN TRANSITING THESE AREAS. UNIDENTIFIED AIRCRAFT AND AIRCRAFT WHOSE INTENTIONS ARE UNCLEAR TO U.S. MILITARY FORCES WILL BE CONTACTED USING THE ENGLISH LANGUAGE ON VHF 121.5 AND/OR UHF 243.0 MHZ. AIRCRAFT RECEIVING ADVISORY CALLS SHOULD ACKNOWLEDGE RECEIPT AND UNDERSTANDING OF THE WARNING ON THE FREQUENCY OVER WHICH THE CALLS WERE RECEIVED AND PROVIDE REQUESTED INFORMATION.

**FDC 7/2273 FDC AIRCRAFT EQUIPMENT SUFFIXES.**

EFFECTIVE MAY 22 1997 EQUIPMENT SUFFIXES /W AND /Y ARE AMENDED FOR USE IN U.S. DOMESTIC FLIGHT PLANS.

/W INDICATES AIRCRAFT HAS APPROVAL TO OPERATE IN AIRSPACE DESIGNATED FOR REDUCED VERTICAL SEPARATION MINIMA (RVSM).

/Y INDICATES THAT THE AIRCRAFT IS EQUIPPED WITH RNAV BUT NO TRANSPONDER.

PILOTS SHOULD NOTE THAT DOMESTIC DEFINITION OF /W IS NOW ALIGNED WITH ICAO FLIGHT PLAN EQUIPMENT SUFFIX /W. NEXT EDITIONS OF U.S. AIP (AERONAUTICAL INFORMATION PUBLICATION) AND AIM (AIRMAN INFORMATION PUBLICATION) WILL BE AMENDED TO REFLECT THESE CHANGES.

**FDC 6/6776 FDC BURUNDI ADVISORY**

ATTENTION U.S. ARMED AND OPERATORS: THE NATIONAL COUNCIL FOR THE DEFENSE OF DEMOCRACY (CNDD), ONE OF THE FACTIONS INVOLVED IN THE ONGOING CIVIL CONFLICT IN BURUNDI, ANNOUNCED THAT ANY AIRCRAFT OPERATING IN BURUNDI AIRSPACE WITHOUT

CLEARANCE FROM THE COUNCIL COULD BE SHOT DOWN. ALTHOUGH THERE IS NO INFORMATION INDICATING AN ACTUAL INTENT TO CARRY OUT THIS THREAT, THIS FACTION MAY POSSESS THE WEAPONRY TO DO SO. THE FAA HAS NO INFORMATION ON HOW OPERATORS OBTAIN CLEARANCE FROM THE CNDD. THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR BURUNDI.

**FDG 6/4847 FDC FI/T GPS ROUTING AND AT AUTOMATION TESTING.**

THE FOLLOWING WAYPOINTS: CLOWW (N424389/W715128), ZAGAR (N420049/W720245), DAYTN (N412900/W705100), AND JEENE (N413945/W713993) ARE DEPICTED IN THE IFR LOW ALTITUDE ENROUTE CHARTS L-28 AND L-25. THE PURPOSE OF THESE FIXES IS TO FACILITATE THE TESTING OF GPS ROUTING AND NEW AIR TRAFFIC AUTOMATION PROCEDURES. THEY ARE DESIGNED TO BE USED BY ADVANCED NAVIGATION CAPABLE AIRCRAFT THAT FILE WITH EQUIPMENT CODES OF E, F, AND G. 7/31/96 (AFS-400)

**FDG 6/2900 FDC CROATIA ADVISORY.**

THE DEPARTMENT OF DEFENSE HAS ISSUED THE FOLLOWING INSTRUCTION REGARDING THE AIRPORT AT DUBROVNIK, CROATIA (LDDU):

ALL PROCEDURES - INSTRUMENT APPROACH PROCEDURES NOT AUTHORIZED, AIRFIELD VMC ONLY.

CIVIL USERS ARE STRONGLY ENCOURAGED TO COMPLY WITH THIS MILITARY LIMITATION UNTIL SUCH TIME AS THE INSTRUMENT PROCEDURES CAN BE VALIDATED AS BEING IN COMPLIANCE WITH ICAO STANDARDS. 5/23/96.

**FDG 6/2762 FDC FI/T - IRANIAN ADVISORY**

IRANIAN CIVIL AVIATION AUTHORITIES HAVE ISSUED NOTAMS DESCRIBING REQUIRED PROCEDURES FOR ENTRY INTO THE TEHRAN FIR.

PRIOR TO FLIGHT, ALL U.S. OPERATORS MUST BE FAMILIAR WITH APPLICABLE PROCEDURES FOR INTERCEPTION OF CIVIL AIRCRAFT AND SHOULD CHECK CURRENT IRANIAN NOTAMS FOR PROCEDURES FOR CONTACTING APPROPRIATE DEFENSE RADAR STATIONS. IF UNABLE TO CONTACT THE DEFENSE RADAR STATIONS AS REQUIRED UNDER IRANIAN PROCEDURES, OPERATORS SHOULD NOTIFY TEHRAN ACC AND REQUEST TEHRAN ACC TO ATTEMPT CONTACT ON THE

OPERATORS BEHALF. THE OPERATOR SHOULD ALSO CONTINUE TO ATTEMPT CONTACT WITH THE DEFENSE RADAR STATION DIRECTLY. ANY U.S. OPERATOR PLANNING A FLIGHT THROUGH IRANIAN AIRSPACE SHOULD FILE A FLIGHT PLAN WELL IN ADVANCE AND CAREFULLY ADHERE TO THAT FLIGHT PLAN AND/OR ALL AIR TRAFFIC CLEARANCES WHILE IN IRANIAN AIRSPACE.

THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR IRAN ADVISING, IN PART, THAT THE U.S. GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC OR CONSULAR RELATIONS WITH THE ISLAMIC REPUBLIC OF IRAN, AND THAT THE SWISS GOVERNMENT, ACTING THROUGH ITS EMBASSY IN TEHRAN, SERVES AS THE PROTECTING POWER FOR U.S. INTERESTS IN IRAN. ANY U.S. OPERATOR MAKING AN UNANTICIPATED LANDING IN IRAN SHOULD CONTACT THE SWISS EMBASSY IN TEHRAN FOR ANY NEEDED ASSISTANCE AT TELEPHONE 98-21-871-52-23 OR 98-21-871-52-24.

**FDG 6/1335 FDC FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS ATTENTION U.S. AIRMEN AND OPERATORS**

DUE TO RECENT INCIDENTS INVOLVING CIVIL AIRCRAFT OF U.S. REGISTRY THE FAA RECOMMENDS THAT ANY OPERATORS CONDUCTING FLIGHT IN THE FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS REMAIN VIGILANT FOR OTHER AIR TRAFFIC IN THE AREA AND STRICTLY ABIDE BY THE INTERNATIONAL AND FAA FEDERAL AVIATION REGULATIONS.

THE ADMINISTRATOR HAS ISSUED A CEASE AND DESIST ORDER AND NOTICE OF ENFORCEMENT POLICY EFFECTIVE FEBRUARY 29, 1996.

ANY PERSON HOLDING A U.S. AIRMAN CERTIFICATE AND/OR OPERATING U.S. REGISTERED CIVIL AIRCRAFT SHALL COMPLY WITH FEDERAL AVIATION REGULATIONS PROHIBITING UNAUTHORIZED OPERATION WITHIN CUBAN TERRITORIAL AIRSPACE. UNAUTHORIZED ENTRY INTO THIS AIRSPACE WILL SUBJECT THE INDIVIDUAL TO ENFORCEMENT ACTION TO THE MAXIMUM EXTENT PERMITTED BY LAW, INCLUDING: REVOCATION OF PILOT CERTIFICATE, MAXIMUM CIVIL PENALTIES, SEIZURE OF AIRCRAFT, AND JUDICIAL REMEDIES. FURTHER, ANY PERSON ATTEMPTING TO OPERATE AN AIRCRAFT AFTER REVOCATION OR WITHOUT A VALID CERTIFICATE IS SUBJECT TO CRIMINAL PENALTIES OF UP TO 3 YEARS IN PRISON AND/OR FINES.





## Part 2.

### REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS



Effective February 2, 1995, the PART 95 - *Revisions to Minimum En Route IFR Altitudes and Changeover Points* will no longer be published as a separate document. This information will be included in the *Notices to Airmen Publication* (NTAP) as Part 2. From December 8, 1994 until February 2, 1995, the information will be concurrently published in both documents. The bi-annual consolidation will continue as currently published.

We have ensured that all current subscribers of the Part 95 Amendment will automatically receive the NTAP. Anyone encountering distribution problems should contact ATX-400 at (202) 267-5652.



**REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS  
AMENDMENT 412 EFFECTIVE DATE, DECEMBER 3, 1998**

**§95.1001 DIRECT ROUTES-U.S.**

**§95.104 AMBER FEDERAL AIRWAY 4**

**IS AMENDED TO READ IN PART**

| FROM               | TO                     | MEA    |
|--------------------|------------------------|--------|
| EVANSVILLE, AK NDB | ANAKTUVUK PASS, AK NDB | *10000 |

\*8300 - MOCA

**IS AMENDED TO DELETE**

| FROM          | TO                | MEA  |
|---------------|-------------------|------|
| UMIAT, AK NDB | PUT RIVER, AK NDB | 3000 |

**§95.106 AMBER FEDERAL AIRWAY 6**

**IS DELETED**

| FROM                   | TO                  | MEA   |
|------------------------|---------------------|-------|
| CHANDALAR LAKE, AK NDB | UMIAT, AK NDB       | 10000 |
| UMIAT, AK NDB          | BROWERVILLE, AK NDB | 3000  |

**§95.1001 DIRECT ROUTES-U.S.**

**IS AMENDED TO READ IN PART**

| FROM                                  | TO            | MEA   |
|---------------------------------------|---------------|-------|
| PHIPS, FL FIX                         | DESTN, FL FIX | *3000 |
| DCT VIA 1500 FLOOR. PFN VORTAC R-284. |               |       |

\*1500 - MOCA

MAA-17500

**§95.6002 VOR FEDERAL AIRWAY 2**

**IS AMENDED TO READ IN PART**

| FROM                | TO                   | MEA   |
|---------------------|----------------------|-------|
| BUFFALO, NY VOR/DME | ROCHESTER, NY VORTAC | *6000 |

\*2400 - MOCA

|                      |               |       |
|----------------------|---------------|-------|
| ROCHESTER, NY VORTAC | LORTH, NY FIX | 2500  |
| LORTH, NY FIX        | MAGEN, NY FIX | *3500 |

\*1800 - MOCA

|               |                |        |
|---------------|----------------|--------|
| MAGEN, NY FIX | *KONDO, NY FIX | **2400 |
|---------------|----------------|--------|

\*3000 - MRA

\*\*1900 - MOCA

|               |                |        |
|---------------|----------------|--------|
| KONDO, NY FIX | *WIFFY, NY FIX | **2400 |
|---------------|----------------|--------|

\*3000 - MRA

\*\*1900 - MOCA

|                     |                     |      |
|---------------------|---------------------|------|
| WIFFY, NY FIX       | SYRACUSE, NY VORTAC | 2400 |
| SYRACUSE, NY VORTAC | STODA, NY FIX       | 2400 |
| STODA, NY FIX       | VASTS, NY FIX       | 3000 |

|                  |                  |      |
|------------------|------------------|------|
| VASTS, NY FIX    | UTICA, NY VORTAC | 3400 |
| UTICA, NY VORTAC | MARIA, NY FIX    | 3500 |

**§95.6006 VOR FEDERAL AIRWAY 6**
**IS AMENDED TO READ IN PART**

| FROM           | TO                | MEA    |
|----------------|-------------------|--------|
| *NILES, IL FIX | CHETT, MI FIX     | **3500 |
| *3500 – MRA    |                   |        |
| **2000 – MOCA  |                   |        |
| CHETT, MI FIX  | GIPPER, MI VORTAC | *3000  |
| *2400 – MOCA   |                   |        |

**§95.6010 VOR FEDERAL AIRWAY 10**
**IS AMENDED TO READ IN PART**

| FROM           | TO                | MEA    |
|----------------|-------------------|--------|
| *NILES, IL FIX | CHETT, MI FIX     | **3500 |
| *3500 – MRA    |                   |        |
| **2000 – MOCA  |                   |        |
| CHETT, MI FIX  | GIPPER, MI VORTAC | *3000  |
| *2400 – MOCA   |                   |        |

**§95.6017 VOR FEDERAL AIRWAY 17**
**IS AMENDED TO READ IN PART**

| FROM                   | TO                | MEA   |
|------------------------|-------------------|-------|
| SAN ANTONIO, TX VORTAC | CENTEX, TX VORTAC | *3500 |
| *3000 – MOCA           |                   |       |
| CENTEX, TX VORTAC      | WACO, TX VORTAC   | 3500  |

**§95.6018 VOR FEDERAL AIRWAY 18**
**IS AMENDED TO READ IN PART**

| FROM               | TO                 | MEA   |
|--------------------|--------------------|-------|
| GUTHRIE, TX VORTAC | BEKLE, TX FIX      | *6000 |
| *3300 – MOCA       |                    |       |
| BEKLE, TX FIX      | MILLSAP, TX VORTAC | *8000 |
| *3500 – MOCA       |                    |       |

**§95.6020 VOR FEDERAL AIRWAY 20**
**IS AMENDED TO READ IN PART**

| FROM          | TO            | MEA   |
|---------------|---------------|-------|
| GLOSS, GA FIX | MADDI, GA FIX | *3000 |
| *2200 – MOCA  |               |       |

**§95.6035 VOR FEDERAL AIRWAY 35**
**IS AMENDED TO READ IN PART**

| FROM          | TO            | MEA   |
|---------------|---------------|-------|
| GLOSS, GA FIX | MADDI, GA FIX | *3000 |
| *2200 – MOCA  |               |       |

**§95.6066 VOR FEDERAL AIRWAY 66****IS AMENDED TO READ IN PART**

| FROM          | TO            | MEA   |
|---------------|---------------|-------|
| GLOSS, GA FIX | MADDI, GA FIX | *3000 |
| *2200 – MOCA  |               |       |

**§95.6067 VOR FEDERAL AIRWAY 67****IS AMENDED TO READ IN PART**

| FROM                | TO                    | MEA  |
|---------------------|-----------------------|------|
| WATERLOO, IA VORTAC | FOYDE, IA FIX         | 3000 |
| FOYDE, IA FIX       | ROCHESTER, MN VOR/DME | 3500 |

**§95.6076 VOR FEDERAL AIRWAY 76****IS AMENDED TO READ IN PART**

| FROM              | TO                  | MEA  |
|-------------------|---------------------|------|
| LLANO, TX VORTAC  | CENTEX, TX VORTAC   | 3200 |
| CENTEX, TX VORTAC | MOUZE, TX FIX       | 2200 |
| MOUZE, TX FIX     | INDUSTRY, TX VORTAC | 2100 |

**§95.6123 VOR FEDERAL AIRWAY 123****IS AMENDED TO READ IN PART**

| FROM               | TO                | MEA  |
|--------------------|-------------------|------|
| CARMEL, NY VOR/DME | *WIGAN, NY FIX    | 3000 |
| *4500 – MRA        |                   |      |
| WIGAN, NY FIX      | ALBANY, NY VORTAC | 3000 |

**§95.6157 VOR FEDERAL AIRWAY 157****IS AMENDED TO READ IN PART**

| FROM                 | TO                | MEA  |
|----------------------|-------------------|------|
| KINGSTON, NY VOR/DME | *WIGAN, NY FIX    | 3000 |
| *4500 – MRA          |                   |      |
| WIGAN, NY FIX        | ALBANY, NY VORTAC | 3000 |

**§95.6193 VOR FEDERAL AIRWAY 193****IS AMENDED TO READ IN PART**

| FROM          | TO                     | MEA  |
|---------------|------------------------|------|
| CLOCK, MI FIX | WHITE CLOUD, MI VORTAC | 2800 |

**§95.6196 VOR FEDERAL AIRWAY 196****IS AMENDED TO READ IN PART**

|               |               |      |
|---------------|---------------|------|
| BECKS, NY FIX | SMAIR, NY FIX | 5000 |
|---------------|---------------|------|

**§95.6198 VOR FEDERAL AIRWAY 198****IS AMENDED TO READ IN PART**

| FROM                   | TO            | MEA  |
|------------------------|---------------|------|
| SAN ANTONIO, TX VORTAC | SEEDS, TX FIX | 2700 |
| CRESTVIEW, FL VORTAC   | DEFUN, FL FIX | 2000 |

|               |                     |       |
|---------------|---------------------|-------|
| DEFUN, FL FIX | CHEWS, FL FIX       | *3000 |
| *1600 – MOCA  |                     |       |
| CHEWS, FL FIX | MARIANNA, FL VORTAC | 2000  |

**§95.6212 VOR FEDERAL AIRWAY 212**

**IS AMENDED TO READ IN PART**

| FROM                   | TO            | MEA  |
|------------------------|---------------|------|
| SAN ANTONIO, TX VORTAC | SEEDS, TX FIX | 2700 |

**§95.6216 VOR FEDERAL AIRWAY 216**

**IS AMENDED TO READ IN PART**

| FROM               | TO                     | MEA  |
|--------------------|------------------------|------|
| MANKATO, KS VORTAC | PAWNEE CITY, NE VORTAC | 3600 |

**§95.6222 VOR FEDERAL AIRWAY 222**

**IS AMENDED TO READ IN PART**

| FROM                 | TO            | MEA   |
|----------------------|---------------|-------|
| STONEWALL, TX VORTAC | MARCS, TX FIX | *4500 |
| *3400 – MOCA         |               |       |

**§95.6259 VOR FEDERAL AIRWAY 259**

**IS AMENDED TO READ IN PART**

| FROM                           | TO                          | MEA  |
|--------------------------------|-----------------------------|------|
| BARRETT'S MOUNTAIN, NC VOR/DME | GOWBE, NC FIX               | 5000 |
| *GOWBE, NC FIX                 | HOLSTON MOUNTAIN, TN VORTAC | 7500 |
| *6000 – MCA GOWBE FIX, N BND   |                             |      |

**§95.6285 VOR FEDERAL AIRWAY 285**

**IS AMENDED TO READ IN PART**

| FROM          | TO                     | MEA  |
|---------------|------------------------|------|
| CLOCK, MI FIX | WHITE CLOUD, MI VORTAC | 2800 |

**§95.6289 VOR FEDERAL AIRWAY 289**

**IS AMENDED TO READ IN PART**

| FROM                 | TO                    | MEA    |
|----------------------|-----------------------|--------|
| TEXARKANA, AR VORTAC | *PROVO, AR FIX        | **2200 |
| *4500 – MRA          |                       |        |
| **1700 – MOCA        |                       |        |
| PROVO, AR FIX        | UMPIR, AR FIX         | *3900  |
| *3400 – MOCA         |                       |        |
| UMPIR, AR FIX        | BATEZ, AR FIX         | *4300  |
| *3800 – MOCA         |                       |        |
| BATEZ, AR FIX        | FORT SMITH, AR VORTAC | *4100  |
| *3600 – MOCA         |                       |        |

| <b>\$95.6292 VOR FEDERAL AIRWAY 292</b> |                   |         |
|---|-------------------|---------|
| <b>IS AMENDED TO READ IN PART</b>       |                   |         |
| FROM                                    | TO                | MEA     |
| SAGES, NY FIX                           | *WIGAN, NY FIX    | **10000 |
| *4500 – MRA                             |                   |         |
| **5200 – MOCA                           |                   |         |
| WIGAN, NY FIX                           | BARNES, MA VORTAC | *10000  |
| *5200 – MOCA                            |                   |         |

| <b>\$95.6306 VOR FEDERAL AIRWAY 306</b> |                     |      |
|---|---------------------|------|
| <b>IS AMENDED TO READ IN PART</b>       |                     |      |
| FROM                                    | TO                  | MEA  |
| JUNCTION, TX VORTAC                     | AMUSE, TX FIX       | 3800 |
| AMUSE, TX FIX                           | CENTEX, TX VORTAC   | 3100 |
| CENTEX, TX VORTAC                       | NAVASOTA, TX VORTAC | 2300 |

| <b>\$95.6454 VOR FEDERAL AIRWAY 454</b> |               |       |
|---|---------------|-------|
| <b>IS AMENDED TO READ IN PART</b>       |               |       |
| FROM                                    | TO            | MEA   |
| GLOSS, GA FIX                           | MADDI, GA FIX | *3000 |
| *2200 – MOCA                            |               |       |

| <b>\$95.6485 VOR FEDERAL AIRWAY 485</b> |                      |      |
|---|----------------------|------|
| <b>IS AMENDED TO READ IN PART</b>       |                      |      |
| FROM                                    | TO                   | MEA  |
| HENCE, CA FIX                           | SAN JOSE, CA VOR/DME | 4600 |

| <b>\$95.6490 VOR FEDERAL AIRWAY 490</b> |                        |        |
|---|------------------------|--------|
| <b>IS AMENDED TO READ IN PART</b>       |                        |        |
| FROM                                    | TO                     | MEA    |
| UTICA, NY VORTAC                        | *GALWA, NY FIX         | **4000 |
| *6000 – MRA                             |                        |        |
| **3300 – MOCA                           |                        |        |
| GALWA, NY FIX                           | CAMBRIDGE, NY VOR/DME  | *4000  |
| *3300 – MOCA                            |                        |        |
| CAMBRIDGE, NY VOR/DME                   | STRUM, NH FIX          | *6000  |
| *5300 – MOCA                            |                        |        |
| STRUM, NH FIX                           | DUBIN, NH FIX          | 5000   |
| DUBIN, NH FIX                           | LURCH, NH FIX          | 4000   |
| LURCH, NH FIX                           | *MUGGY, NH FIX         | 4000   |
| *4000 – MCA MUGGY FIX, W BND            |                        |        |
| MUGGY, NH FIX                           | MANCHESTER, NH VOR/DME | 3000   |

| <b>§95.6521 VOR FEDERAL AIRWAY 521</b> |               |        |
|--|---------------|--------|
| <b>IS AMENDED TO READ IN PART</b>      |               |        |
| FROM                                   | TO            | MEA    |
| *TERES, FL FIX                         | CRESS, FL FIX | **4000 |
| *7000 – MCA TERES FIX, E BND           |               |        |
| **1300 – MOCA                          |               |        |

| <b>§95.6550 VOR FEDERAL AIRWAY 550</b> |                   |      |
|--|-------------------|------|
| <b>IS AMENDED TO READ IN PART</b>      |                   |      |
| FROM                                   | TO                | MEA  |
| SAN ANTONIO, TX VORTAC                 | PINCH, TX FIX     | 3100 |
| PINCH, TX FIX                          | CENTEX, TX VORTAC | 3000 |

| <b>§95.6556 VOR FEDERAL AIRWAY 556</b> |               |       |
|--|---------------|-------|
| <b>IS AMENDED TO READ IN PART</b>      |               |       |
| FROM                                   | TO            | MEA   |
| STONEWALL, TX VORTAC                   | MARCS, TX FIX | *4500 |
| *3400 – MOCA                           |               |       |
| MARCS, TX FIX                          | SEEDS, TX FIX | *7500 |
| *1900 – MOCA                           |               |       |

| <b>§95.6558 VOR FEDERAL AIRWAY 558</b> |                     |      |
|--|---------------------|------|
| <b>IS AMENDED TO READ IN PART</b>      |                     |      |
| FROM                                   | TO                  | MEA  |
| LLANO, TX VORTAC                       | SLIMM, TX FIX       | 3100 |
| SLIMM, TX FIX                          | CENTEX, TX VORTAC   | 4100 |
| CENTEX, TX VORTAC                      | MOUZE, TX FIX       | 2200 |
| MOUZE, TX FIX                          | INDUSTRY, TX VORTAC | 2100 |

| <b>§95.6565 VOR FEDERAL AIRWAY 565</b> |                            |      |
|--|----------------------------|------|
| <b>IS AMENDED TO READ IN PART</b>      |                            |      |
| FROM                                   | TO                         | MEA  |
| LLANO, TX VORTAC                       | AMUSE, TX FIX              | 3300 |
| AMUSE, TX FIX                          | CENTEX, TX VORTAC          | 3100 |
| CENTEX, TX VORTAC                      | COLLEGE STATION, TX VORTAC | 2200 |

| <b>§95.6568 VOR FEDERAL AIRWAY 568</b> |                  |      |
|--|------------------|------|
| <b>IS AMENDED TO READ IN PART</b>      |                  |      |
| FROM                                   | TO               | MEA  |
| STONEWALL, TX VORTAC                   | LLANO, TX VORTAC | 3700 |

| <b>§95.6574 VOR FEDERAL AIRWAY 574</b> |                     |      |
|--|---------------------|------|
| <b>IS AMENDED TO READ IN PART</b>      |                     |      |
| FROM                                   | TO                  | MEA  |
| CENTEX, TX VORTAC                      | MOUZE, TX FIX       | 2200 |
| MOUZE, TX FIX                          | NAVASOTA, TX VORTAC | 2100 |



**§95.6583 VOR FEDERAL AIRWAY 583****IS AMENDED TO READ IN PART**

| FROM              | TO                         | MEA  |
|-------------------|----------------------------|------|
| CENTEX, TX VORTAC | TOAMY, TX FIX              | 2200 |
| TOAMY, TX FIX     | COLLEGE STATION, TX VORTAC | 2200 |

**§95.7021 JET ROUTE NO. 21****IS AMENDED TO READ IN PART**

| FROM                   | TO                | MEA   | MAA   |
|------------------------|-------------------|-------|-------|
| SAN ANTONIO, TX VORTAC | CENTEX, TX VORTAC | 18000 | 45000 |
| CENTEX, TX VORTAC      | WACO, TX VORTAC   | 18000 | 45000 |

**§95.7025 JET ROUTE NO. 25****IS AMENDED TO READ IN PART**

| FROM                   | TO                | MEA   | MAA   |
|------------------------|-------------------|-------|-------|
| SAN ANTONIO, TX VORTAC | CENTEX, TX VORTAC | 18000 | 45000 |
| CENTEX, TX VORTAC      | WACO, TX VORTAC   | 18000 | 45000 |

**§95.7086 JET ROUTE NO. 86****IS AMENDED TO READ IN PART**

| FROM                | TO                | MEA   | MAA   |
|---------------------|-------------------|-------|-------|
| JUNCTION, TX VORTAC | HUMBLE, TX VORTAC | 18000 | 45000 |

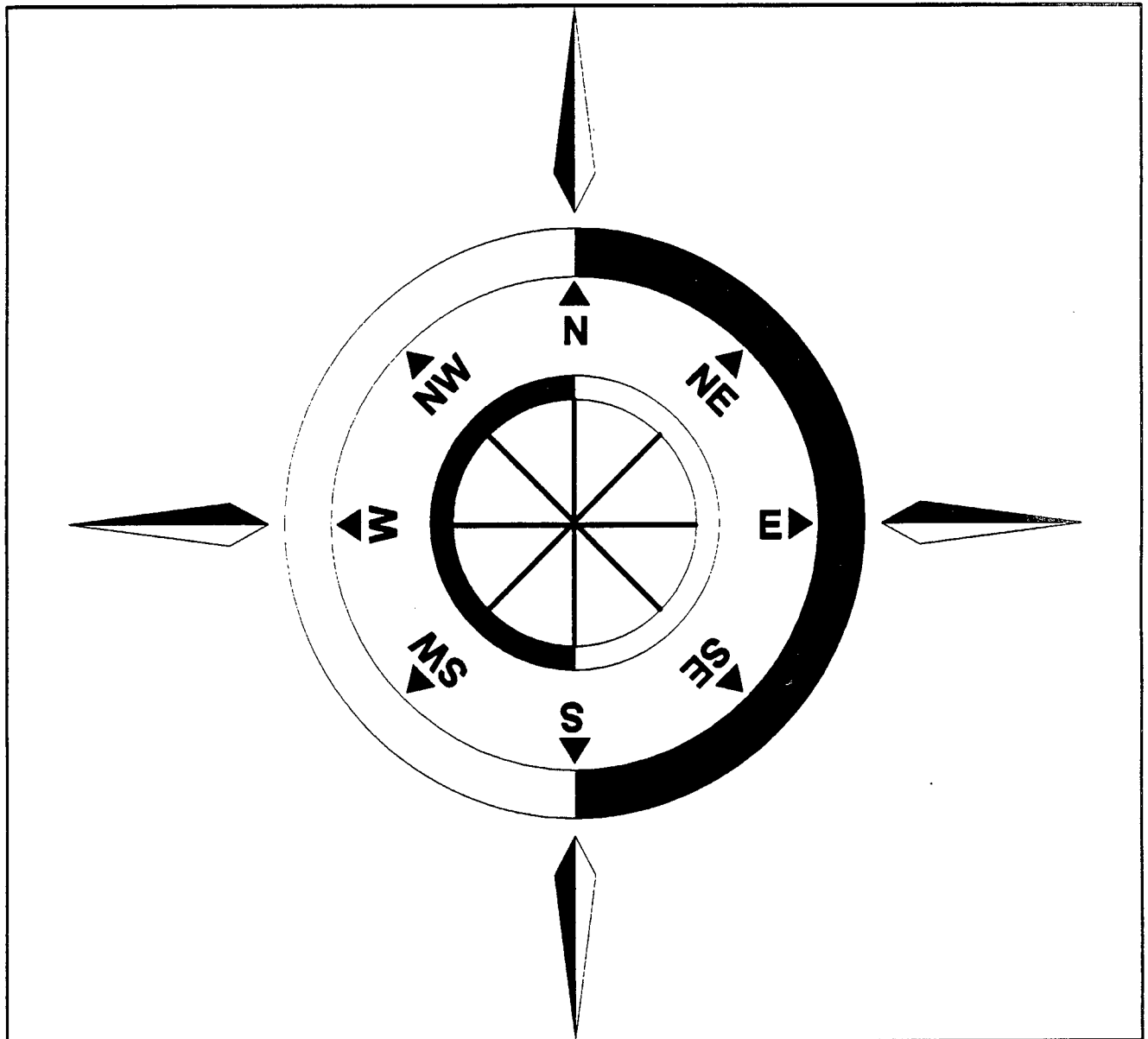
**§95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS****V-510****IS AMENDED TO READ IN PART**

| AIRWAY SEGMENT      |                   | CHANGEOVER POINTS |         |
|---------------------|-------------------|-------------------|---------|
| FROM                | TO                | DISTANCE          | FROM    |
| EMMONAK, AK VOR/DME | ANVIK, AK NDB/DME | 69                | EMMONAK |



## Part 3.

# INTERNATIONAL NOTICES TO AIRMEN





## GENERAL

This section features significant international notices to airmen (NOTAM) information and special notices. These may affect a pilot's decision to enter or use areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual (IFIM) which is available upon separate subscription.

Pilots should review the foreign airspace and entry restrictions published in the IFIM during the flight planning process. Foreign airspace penetration without official authorization can involve extreme danger to the aircraft and the imposition of severe penalties and inconvenience on both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained in the International Notices to Airmen section is derived from international notices and other official sources. International notices are of two types: Class One International Notices are those NOTAMs issued via telecommunications. They are made available to the U.S. flying public by the International NOTAM Office (Washington, DC) through the local Flight Service Station (FSS). Class Two International Notices are NOTAMs issued via postal services and are not readily available to the U.S. flying public. The International Notices to Airmen draws from both these sources and also includes information about temporary hazardous conditions which are not otherwise readily available to the flyer. Before any international flight, always update the International Notices to Airmen with a review of Class One International Notices available at your closest FSS.

Foreign notices carried in this publication are carried as issued to the maximum extent possible. Most abbreviations used in this publication are listed in ICAO Document DOC 8400. Wherever possible, the source of the information is included at the end of an entry. This allows the user to confirm the currency of the information with the originator. (See the IFIM for foreign

NOTAM areas of responsibility and for a listing of foreign NOTAM offices which exchange information with the U.S. International NOTAM Office.)

**International Information Source Code Table**

| <i>code</i>                            | <i>Information Source</i>  |
|--|--|
| I or II (followed by the NOTAM number) | Class One or Class Two NOTAMs  |
| AIP                                    | Aeronautical Information Publication (followed by the AIP change number) |
| AIC                                    | Aeronautical Information Circular (followed by the AIC number)           |
| DOS                                    | Department of State advisories   |
| FAA                                    | Federal Aviation Administration.   |

The International Notices to Airmen section gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on the domestic NOTAM circuit or published in other official sources available to the user.

Each issue of this section is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

This section includes data issued by foreign governments. The publication of this data in no way constitutes legal recognition of the validity of the data. This publication does not presume to tabulate all NOTAM data, although every effort is made to publish all pertinent data. The Federal Aviation Administration does not assume liability for failure to publish, or the accuracy of, any particular item.



# FOREIGN NOTICES

## ANGOLA

### Special Notice

Potentially hostile situation. Angolan Air Force has stated its intent to intercept unauthorized flights within Angola. Pilots must assume that there is an increased risk to aircraft operating in or passing over Angola. The possibility of hostile action is not to be discounted. Further, the U.S. Department of State has issued a travel warning for the area.

## CARIBBEAN

### Special Notice:

See Special Notice under Caribbean in the International Oceanic Airspace Notices.

### COMMUNICATION PROCEDURES FOR AIRCRAFT OPERATIONS WITHIN THE NASSAU AND GRAND BAHAMA TERMINAL CONTROL AREAS (TMAS')

Effective immediately, all aircraft operating or about to operate (IFR, VFR, including military unless specifically exempted, etc.) within the NASSAU and GRAND BAHAMA TMAS' and within a 50 nautical mile radius of Nassau and Freeport Int'l airports SHALL report as a minimum; to the respective Approach Control Unit as follows

- a. their identification
- b. aircraft type
- c. position
- d. direction of flight and
- e. cruising level.

These reports shall enable the respective approach control unit to provide a more effective advisory service to possible conflicting flights, controlled and uncontrolled within the TMAS'.

Pilots shall contact the appropriate approach control unit as follows:

- a. "NASSAU APPROACH" on frequency 121.0 MHz.
- b. "FREEPORT APPROACH" on frequency 126.5 MHz. (Bahamas AIC 2/94)

## CHAD

The airspace defined below is classed as a prohibited zone from ground level to unlimited.

To the West, North and East: The Chad frontier between 10-48'N 15-05'E and 13-43N 22-07'E. To the South: Arc of an 80 NM circle, centered on VOR "FL", between 10-48'N 15-05'E and 12-37'N 16-16'E; then via a straight line joining 12-37'N 16-16'E and 13-43'N 22-07'E.

For aircraft travelling to N'Djamena, entry to the prohibited zone is subject to prior authorization from the N'Djamena control authorities on frequencies 119.7 MHz or 118.1 MHz.

Any non-identified aircraft penetrating within a radius of 30NM around N'Djamena, Abeche position 13-51'N 20-51'E Moussoro 13-39'N 16-30'E and 10NM around Faya-Largeau position 17-55'N 19-07'E shall be intercepted and forced to land.

It is strongly advised that crews of aircraft flying within a sector less than 80 NM to the North, if equipped with SSR transponder, should display code A2000. (AIC 20/87)

## CHINA

In the interest of flight safety, all international flights entering China territory shall transmit flight plan messages to the relevant ATC services prior to departure and departure messages after take-offs in

accordance with the relevant provisions of China (see International Flight Information Manual). Otherwise, China will not undertake any responsibility for all consequences arising therefrom. (A23/88)

## COLOMBIA

### BOGOTA Restrictions in operations

From August 30, 1993, due to the increased operations and congestion at Eldorado International Airport, and repair of the parallel runway and access roads, the civil aviation authority effected the following controls:

a. There will be landing departing restrictions in the main runway at Eldorado Airport, and it should not be considered as an alternate airport for the following cases and hours:

1. Aircraft type and use p-w-e-i between 1130-1530 and 2100-2330 UTC.
2. Aircraft operated by aerotaxi companies between 1230-1430 and 2130-2330 UTC.
3. International flights of private aircrafts with foreign licenses between 1230-1430 and 2130-2330 UTC.

Instructional flights as well as training flights for all types of aircraft at Eldorado International Airport are prohibited.

b. the following exceptions apply to the above restrictions, with the previous coordination and/or approval by ATS authority:

- c. Aircraft in a declared emergency
- d. A verified ambulance flight.
- e. VIP flights duly verified, as stated in the AIC Nr 01 of July 3, 1990.
- f. Operations that can be undertaken on the parallel runway STOL, in accordance with existing Civil Aviation Provisions.(AIA-120 2/94)

### NEW INTERCEPTION PROCEDURES

A measure to prohibit the deliberate use of civilian aircraft for any purpose that is incompatible with civil aviation objectives has been adopted by the Government of Colombia.

Two restricted areas have been established, one on the north at Cuajira, and on the south near the Ecuador/Peru border, where the new policy will be strictly enforced. Colombia NOTAMS regarding the new policy and restricted areas need to be continually reviewed. The Colombia Aeronautical Information Publication (AIP) Page 76 7 list eleven (11) situations where aircraft may be destroyed if they are in violation.

The following is a translation of those situations:

- a. aircraft that do not follow procedures in the case of interception IAW ICAO procedures.
- b. aircraft that land in a different location than ordered by the intercepting aircraft and does not have an authorized flight plan.
- c. aircraft that land on a clandestine runway within or outside a restricted or prohibited area after the hours of sunset;
- d. foreign aircraft without an authorized flight plan;
- e. intercepted aircraft that threatens or attacks the interceptor;
- f. intercepted aircraft that ejects strange objects;
- g. intercepted aircraft that attempts to elude the interceptor or that executes evasive maneuvers.
- h. aircraft that intends to take off without authorization after being captured;
- i. unidentified aircraft that overfly a military installation;

j. landed aircraft on a clandestine runway in the process of loading, unloading, refueling, or conducting other suspicious activity

k. aircraft conducting night operations from unauthorized runways or without a flight plan.

The measure is aimed at defending and preserving national sovereignty and preventing overflight by aircraft that do not have proper flight plan to overfly Colombian airspace. The government of Colombia considers this to be an appropriate measure in view of the constant violations of national sovereignty by aircraft involved in drug trafficking.

All aircraft not in conformity with international regulations and existing guidelines are subject to interception by military aircraft, when said aircraft are not in compliance with civil aviation rules.

Air defense aircraft will maintain full compliance with regulations and procedures approved by the International Civil Aviation Organization (ICAO) on the interception of civilian aircraft. All aircraft operators should be familiar with these internationally approved intercept procedures and the disabling action or consequences for not adhering.

While Colombia has indicated that aircraft of regular commercial airlines that transport passengers shall not be subject to this action under any circumstances, it is imperative that all aircrews comply with international and local regulations governing flights over Colombian airspace



### ECUADOR

All public and private foreign aircraft wishing to overfly or land in Ecuador should submit such request within a minimum of 48 hours or a maximum of 15 days to Director General of Civil Aviation (DGAC). Pre-paid response on mail is required if AFTN is not used. Commercial aircraft overflying must indicate business address for effective billing by DGCA. Unauthorized aircraft will be intercepted. (RWA 054)

### ETHIOPIA

Because of problems with 129.5 all aircraft operating north of 12 degrees North latitude within ADDIS ABABA FIR should contact Asmara Approach on 120.7 or, if unable VHF, on HF11300KHZ during the day or 5658KHZ at night. (NOTAM Class 2 9/88)

### IRAQ

Special Federal Aviation Regulation No. 61-2 Prohibition Against Certain Flights Between the United States and Iraq.

a. Applicability. This Special Federal Aviation Regulation (SFAR) No. 61-2 applies to all aircraft operations originating from landing in, or overflying the territory of the United States.

b. Special flight restrictions. Except as provided in paragraphs 3 and 4 of this SFAR No. 61-2

1. No person shall operate an aircraft on a flight to any point in Iraq, or to any intermediate point on a flight where the ultimate destination is any point in Iraq or that includes a landing at any point in Iraq in its intended itinerary, from any point in the United States;

2. No person shall operate an aircraft on a flight to any point in the United States from any point in Iraq, or from any intermediate point on a flight where the origin is in Iraq, or from any point on a flight which includes a departure from any point in Iraq in its intended itinerary; or

3. No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Iraq.

c. Permitted operations. This SFAR shall not prohibit the flight operations between the United States and Iraq described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the

United States Government in consultation with the committee established by UN Security Council Resolution 661(1990), and in accordance with UN Security, Council Resolution 666 (1990).

d. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for u.s. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, or requirements of 14 CFR 121.557, 121.559, or 135.19, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations or the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

e. Duration. This SFAR No. 61-2 shall remain in effect until further notice.



Special Federal Aviation Regulation No. 77 - Prohibition Against Certain Flights Within the Territory and Airspace of Iraq.

a. Applicability. This rule applies to the following persons:

1. All U.S. air carriers and commercial operators;

2. All persons exercising the privileges of an airman certificate issued by the FAA except such persons operating U.S.-registered aircraft for a foreign air carrier; or

3. All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

b. Flight prohibition. Except as provided in paragraphs 3 and 4 of this SFAR, no person described in paragraph 1 may conduct flight operations over or within the territory and airspace of Iraq.

c. Permitted operations. This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations over or within the territory and airspace of Iraq where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government.

d. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 119, 121, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

e. Expiration. This Special Federal Aviation Regulation will remain in effect until further notice. (AIA-120) (10-21/96)



### North Korea

Special Federal Aviation Regulation (SFAR) No. 79 Prohibition against certain flights within the Flight Information Region of the Democratic People's Republic of Korea

a. Applicability. This rule applies to the following persons:

1. All U.S. air carriers or commercial operators.

2. All persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-registered aircraft for a foreign air carrier.

3. All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.



**b. Flight Prohibition.** Except as provided in paragraphs 3 and 4 of this SFAR, no person described in paragraph 1 may conduct flight through the Pyongyang FIR west of 132 degrees east longitude.

**c. Permitted Operations.** This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations within the Pyongyang FIR west of 132 degrees east longitude where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government with FAA approval.

**d. Emergency situations.** In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 121, 125, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

**e. Expiration.** This Special Federal Aviation Regulation No. 79 will remain in effect until further notice.

(AIA-120) 4/29/98

## LIBYA

Special Federal Aviation Regulation No. 65-1 Prohibition Against Certain Flights Between the United States and Libya

**a. Applicability.** This Special Federal Aviation Regulation (SFAR) No. 65-1 applies to all aircraft operations originating from, landing in, or overflying the territory of the United States.

**b. Special flight restrictions.** Except as provided in paragraphs 3 and 4 of this SFAR No. 65-1:

**1.** No person shall operate an aircraft on a flight to any point in Libya, or to any intermediate point on a flight where the ultimate destination is any point in Libya or that includes a landing at any point in Libya in its intended itinerary, from any point in the United States;

**2.** No person shall operate an aircraft on a flight to any point in the United States from any point in Libya, or from any intermediate point on a flight where the origin is in Libya, or from any point on a flight which included a departure from any point in Libya in its intended itinerary; or

**3.** No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Libya.

**c. Permitted operations.** This SFAR shall not prohibit the flight operations between the United States and Libya described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the United States Government in consultation with the committee established by UN Security Council Resolution 748 (1992), as affirmed by UN Security Council Resolution 883 (1993).

**d. Emergency situations.** In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, 121.559, or 135.19, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

**e. Duration.** This SFAR No. 65-1 shall remain in effect until further notice. (AIA-120) (10-21-96)

## MALAWI

Pilots flying foreign registered aircraft in Malawi will be required to present their licenses at the Air Traffic Services Reporting Office on arrival at the airport of entry. They will also be required to do so when filing a flight plan for any destination. The officer checking the license will have to be satisfied that the pilot license holder is properly licensed for the type of aircraft. He will check the nationalities of both aircraft and license before permitting the aircraft to depart. (AIC A2/88)

## MEXICO

Non-scheduled commercial, private, and official aircraft that operate in the Benito Juarez (Mexico City) International Airport will be subject to the following rules:

**a.** IFR departures and arrivals of single-engine piston aircraft are permitted only from 1600-2300 UTC.

**b.** IFR operations from or towards non-controlled airports within a 100 NM radius of the Mexico City Airport are permitted only from 1600-2200 UTC.

**c.** VFR flight plan operations by turbojet aircraft are prohibited.

**d.** Local flights are prohibited.

**e.** Flight plans should be filed with the SENEAM flight dispatch office not more than two (2) hours or less than thirty (30) minutes before the ETD. Notify the SENEAM flight dispatch office of any ETD variation greater than thirty (30) minutes.

**f.** Pilots should contact ground control fifteen (15) minutes before their ETD to receive a sequence number and engine starting time. Call clearance delivery ten (10) minutes prior to ETD for IFR clearance.

**g.** Pilots who do not call ground control before their ETD or who are not ready at the engine starting time indicated by ATC will lose their assigned sequence number and will be assigned a new number.

**h.** Transponders shall be operated as indicated in AIC 3/86.

**i.** Flights departing IFR during peak hours will be handled as follows: From 1300-1400 UTC the SENEAM dispatch service will only accept flight plans filed for compatible turbojet and/or turboprop aircraft with a cruising speed of 250 knots or greater. SENEAM will adjust proposed departure times to provide at least four (4) minutes between proposals or ETDs.

### Special Notice: Special Landing Fees.

The government of Mexico has significantly reduced its fees for single and twin-engine piston aircraft operating in Mexico. As of January 1, 1994, a simple fee of 35 new pesos (approximately \$12 U.S. dollars) applies to each landing of a single-engine piston aircraft and a simple fee of 52 new pesos (approximately \$17 U.S. dollars) applies to each twin-engine piston aircraft landing. Caution: This fee information for Mexico is subject to change without notice. It is suggested that flight planners concerned with fee levels should contact Mexican civil aviation authorities directly to verify current fee schedules.

## PANAMA

### Special Notice:

En route IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR aircraft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: primary 6649 kHz, alternate 2944 kHz when operating south of 09-00N/TBG. Primary 6577 kHz, alternate 8918 kHz when operating north of 09-00N/TBG. Additional frequencies available are 5520 kHz, and 11396 kHz. U.S.

military flights and civil aircraft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 5710 kHz (0200-1200 UTC), 6683 kHz (0000-1400 UTC), 8993/11176 kHz (24 hrs daily), 15015 kHz (1200-0200 UTC), 18019 kHz (1400-2400 UTC). When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below flight level 200 Mode A/3 code 1100. At and above flight level 200 Mode A/3 code 2100. VFR aircraft Mode A/3 code 1200. Other transponder replies will be assigned by Panama ACC as necessary (FAA)

## PORTUGAL/AZORES

### LAJES AIRPORT

Due to high terrain to the west, all turns and traffic circuits are made to the east; visual traffic circuit should not be flown less than three miles from island. All civilian aircraft authorized to land at this aerodrome will be handled by SATA Airlines and parked on civilian apron. Runway may not be visible during portions of down wind leg on circling approach. Caution - bird hazard exists on approach end of Rwy 10. Cattle may be grazing in the vicinity of Rwy 15/33.

## PERSIAN GULF and RED SEA

"While a ceasefire is now in effect, United Nations Security Council Resolution 687 (1991) maintains the maritime interception operations with respect to Iraq. Hostilities in the airspace over Iraq, Kuwait, the Arabian Peninsula and adjacent waters have now terminated, and the danger to civil aircraft operating in the area has lessened accordingly. Under terms of the ceasefire, coalition military units will continue to operate in the region. All aircraft operators are reminded to fully and strictly comply with all notams concerning aircraft identification procedures in use by these coalition forces. United States forces will continue to use the same procedures for identifying civil aircraft as published in previous notams. These procedures and the areas in which they apply are repeated for your information as follows:

a. Coalition military forces are operating north of 20 degrees north latitude in the area of the Arabian Sea, Gulf of Oman, Strait of Hormuz, and the Persian Gulf. Coalition forces are further operating north of 22 degrees north latitude in the area of the Red Sea. The timely and accurate identification of aircraft in these areas is essential to preclude the inadvertent use of military force against civilian aircraft. The U.S. has stated that its military forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing or helicopter) or aircraft whose intentions are unclear. To better enable U.S. military forces to identify aircraft, all aircraft flying within or entering these areas should maintain a continuous listening watch on one or both international emergency frequencies (VHF 121.5 and/or UHF 243.0 MHz). Aircraft equipped with a civil weather-avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these area.

b. Identified aircraft and those whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and/or UHF 243.0 MHz and requested to identify themselves and to state their intentions. Such contacts may originate from military surface and/or airborne units. U.S. radio communications will use standard phraseology and will specify the aircraft's flight information, as available, to include: heading, flight level or altitude, SSR/IFF squawk, geographical coordinates, and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received, and provide the information requested.

c. In the event the aircraft in question remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. The pilot must be prepared to exercise his emergency authority to deviate from ATC clearance; comply with recommended heading and or altitude changes provided by U.S. military forces; and notify the appropriate ATC facility of the deviation and the need for an amended clearance. Flight crews are further advised that failure to respond to radio transmission or to respond to or comply with the advice given may place the aircraft at risk.

d. Aircraft transiting the areas mentioned above may minimize their exposure to the advisory procedure by maintaining an altitude above FL250, by avoiding off-airways routing, by executing all climbs and descents within national airspace and by avoiding abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

e. Illumination of a U.S. military forces with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action."

### NOTE -

*This information is being provided to warn that measures in self defense are being exercised by United States forces, regional, and allied forces. The measures will be implemented in a manner that does not unduly interfere with the right of overflight in international airspace.*

## RUSSIA

### CHECHNYA ADVISORY

The Russian Civil Aviation Authority has stated this area is identified as "Dangerous" and therefore no foreign air traffic will be allowed to fly through the airspace. Additionally, ITAR/TASS News reports indicate that aircraft have been shot down. For this reason, and the apparent escalating conflict, the FAA warns operators to avoid this area. (FAA AIA-120)

## TURKS AND CAICOS ISLANDS

The Turks and Caicos Islands shall be bounded by a terminal control area beginning at (22 34N 071 58W) clockwise direct (21 56N 071 10W) direct (21 22N 070 26W) direct (21 10N 070 40W) direct (20 57N 070 58W) direct (21 04N 071 23W) direct (21 48N 072 48W) direct point of beginning, from 1500 MSL up to and including FLO60.

Control Zones are situated at Providenciales (21 48N 072 18W) 10 NMR surface to 2500 AGL, Grand Turk (21 26N 071 08W) 10NMR surface to 2500 AGL, and South Caicos (21 31N 071 32W) 10NMR surface to 2500 AGL.

Transition level shall be FLO60. Transition altitude 5000 feet MSL.

Aerodrome control service is provided at Providenciales 119.9 MHz, at South Caicos 118.9 MHz, and at Grand Turk 126.0 MHz.

Approach control service within the terminal control area is provided by Grand Turk Approach Control Office 126.0 MHz.

Hours of operation of Terminal Control Area and associated Control Zones on limited basis. Voice advisory systems due to training and controller availability. Airspace below 2500 MSL will automatically revert to uncontrolled airspace during hours Grand Turk Approach Control is not in operation. (051900KMAYF)

### Commonwealth of Independent States (CIS).

**Special Notice:** Provideniya Bay Airport, CIS.

In accordance with Federal Aviation Administration (FAA) Order 8260.31B, The Alaska Region is modifying the arrival and departure minimums for Provideniya Bay Airport, CIS.

PROVIDENIYA BAY PAR+2 NDB RWY 01 VISUAL RWY 19:

APPROACH VISIBILITY MINIMUMS ARE 9 KM (9000 METERS) IFR OR VFR.

**DEPARTURE MINIMUMS IFR OR VFR:**

RWY 01 CEILING 750 METERS, VISIBILITY 5 KM (5000 METERS)

RWY 19 CEILING 300 METERS, VISIBILITY 1.5 KM (1500 METERS)

**NOTE -**

*NDB MINIMUMS APPLY WHEN USING PAR (VIS 9 KM/9000 METERS)*

(FAA/AAL-200, 4/91)

**Proposed Modification to Notification to Users**

The International Civil Aviation Organization (ICAO) has established standards which will go into effect January 1, 1998 affecting requirements for aircraft ILS/VOR receivers and VHF communications systems. These standards call for these aircraft navigational and communications systems to meet new requirements

for immunity from interference from FM broadcast signals. The new requirements address the potential for increased FM interference with these avionics systems beginning in 1998. The details of these standards are outlined in ICAO Annex 10, Volume I, Paragraphs 3.1.4 and 3.3.8, and Annex 10, Volume III, Paragraph 2.3.3.

Due to measures taken by the FAA and the FCC, the enhanced avionics equipment called for by the subject standards will not be required or necessary in the United States. Accordingly, the U.S. has notified ICAO of its intention not to implement these standards in U.S. controlled airspace. However, all operators are reminded of their responsibility to comply with the applicable regulations in force in the foreign airspace in which they operate, including any regulations requiring upgraded navigational and communications equipment compliant with the subject standards.

(FAA/AIA-100, 7/28/97)



# DEPARTMENT OF STATE (DOS) ADVISORIES

## ADRIATIC SEA

United States military forces are operating in the Adriatic Sea. In view of the present state of increasing tensions in the Adriatic Sea, the timely and accurate identification of aircraft in this area is essential to preclude the inadvertent use of military force against civilian aircraft. The U.S. forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing or rotary-wing) or aircraft whose intentions are unclear. To better enable U.S. military forces to identify aircraft, all aircraft flying within or entering the airspace over the Adriatic Sea north of forty (40) degrees north latitude should maintain a continuous listening watch on one or both international emergency frequencies (VHF 121.5 KHZ and UHF 243.0 MHZ). Aircraft equipped with a civil weather-avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these areas.

Unidentified aircraft and those whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and UHF 243.0 and requested to identify themselves and to state their intentions. Such contacts may originate from military surface or airborne units. U.S. radio communications will use standard phraseology and will specify the aircraft's flight information, as available, to include; heading, flight level or altitude, SSR/IFF squawk, geographical coordinates, and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received, and provide the information requested.

**In the event the aircraft in question remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. The pilot must be prepared to exercise his emergency authority to deviate from ATC clearance, comply with recommended heading and/or altitude changes provided by U.S. military forces, and notify the appropriate ATC facility of the deviation and the need for an amended clearance. Flight crews are further advised that failure to respond to radio transmissions or respond to or comply with advice given may place the aircraft at risk.**

Aircraft transiting the areas mentioned above may minimize the exposure to the advisory procedure by maintaining an altitude above FL250; avoiding off-airway routing; executing all climbs and descents within national airspace; and by avoiding abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

**Illumination of a U.S. military unit with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action.**

This information is being provided solely to preclude the potential for any misinterpretation or misunderstanding which could result in an unfortunate accident; it does not affect the freedom of navigation of any individual or state. (FAA AIA-100 8/92)

## ARMENIA

Armed conflict is occurring in and around the Nagorno-Karabakh area of Azerbaijan, and along the Armenian-Azerbaijani border. Fighting continues on a daily basis and front lines change frequently. Although there exist no known direct threat to international air operations, it is recommended that non-essential flights into these areas of conflict should be avoided. (DOS 11/93)

## AZERBAIJAN

Armed conflict is occurring in and around the Nagorno-Karabakh area of Azerbaijan, and along the Armenian-Azerbaijani border. Fighting continues on a daily basis and front lines change frequently. Although

there exist no known direct threat to international air operations, it is recommended that non-essential flights into the areas of conflict should be avoided. (DOS 11/93)

## WESTERN SAHARA/CANARY ISLANDS

With immediate effect and until further notice, because of incidents in the Western Sahara Region on January 21 and February 21, 1985, and December 8, 1988 resulting in aircraft downings which were most likely caused by surface to air missile firings, it is strongly recommended that flights by U.S. operators maintain a minimum altitude of 20,000 feet over the land mass of the Western Sahara. For flights operating to or from Dakhla (ex Villa Cisneros) - (20-54N 17-04W), recommend all descents be made from seaward and climbs seaward until passing 20,000 feet. (DOS 086863 3/85; revised 12/88)

## CHAD

With immediate effect and until further notice, all aircraft are forbidden flight in certain Chadian skies so as to avoid military interception or worse. The affected airspace is described as that north of the line connecting coordinates (12-37N 016-16E) and (13-43N 022-07E).

The ordinance delimits the affected airspace as follows:

a. To the western, northern, and eastern frontier of Chad between coordinates (10-48N 015-05E) and (13-43N 022-07E).

b. To the south an 80 NM arc centered on (FL) VOR delimited by the coordinates (10-48N 015-05E) and (12-37N 016-16E).

c. Straight line connecting coordinates (12-37N 016-16E) and (13-43N 022-07E).

Aircraft approaching Ndjamena through the restricted airspace must obtain advance clearance by contacting authorities in Ndjamena on either of the following frequencies: 119.7 MHz or 118.1 MHz. (DOS 1196 3/86)

## COLOMBIA

The government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the state of Guajira, and all territorial waters north of these areas (12 NM from the coastline). The zone extends to an altitude of 7,000 feet, except over the mountains, where it extends to 20,000 feet. Pilots forced to enter this region should notify Colombian Civil Aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. It is mandatory that any pilot transiting this area have permission and flight plan on file at least 24 hours in advance of entering Colombian airspace. (DOS 5/83)

## GREECE

### Aegean Sea

The Greek government has modified the G-18 trans-Aegean route. A dual routing has been established for North/South traffic over the Aegean. The new route which is a direct route from Fiska (Yugoslav border) to Mesta (Chios Island) has been given the G-18 designation. The old G-18 route via Limnos has been redesignated as J-60. This route will still be the primary air traffic corridor on Saturdays and Sundays and during daylight hours on weekdays. The new route will only be utilized at night during weekdays (Monday thru Friday, 2000 until 0400 UTC). (DOS 5/86)

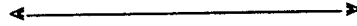
## SOMALIA

Intermittent small arms fire by various Somali factions has been reported in the vicinity of airports located at Mogadishu, Baledogle, Kisimayu, Baidoa, Bardera, Oddur and other Somalia landing zones. Pilots planning operations into Somalia are urged to contact appropriate air traffic control authorities on published frequencies well in advance of arrival to any Somali airport to request current airfield conditions and flight conditions, thereby allowing for potential diversion to a safe location in the event that small arms hostilities are occurring at intended destination. Because the situation in Somalia is subject to rapid change, pilots are urged to continuously exercise extreme caution throughout Somalia in view of reported hostilities.

## SUDAN

The Sudanese People's Liberation Army (SPLA) has attacked aircraft in southern Sudan and downed two civilian planes, a Fokker and a Cessna 404, shortly after takeoff from Malakal. The SPLA has warned civilian aircraft not to overfly SPLA controlled territory. Aircraft flying at high altitudes should be considered well out of range of anything in the SPLA's arsenal.

Civilian aircraft that intend to fly to destinations in southern Sudan should check first with aviation authorities in the Sudanese government to ensure that routes are safe and that airfields are open. (DOS 6/87)



# INTERNATIONAL OCEANIC AIRSPACE NOTICES

## ATLANTIC

### IMPLEMENTATION OF A REDUCED VERTICAL SEPARATION MINIMUM (RVSM) ABOVE FL 290 IN THE NORTH ATLANTIC REGION: MONITORING PROCEDURES FOR THE VERIFICATION OF AIRCRAFT HEIGHT KEEPING PERFORMANCE

#### 1 Introduction

1.1 As part of the plan to verify aircraft height keeping performance before the implementation of RVSM, height monitoring of Minimum Aircraft System Performance Specification (MASPS) approved aircraft will commence henceforth and continue until further notice.

#### 2 Monitoring Methods

2.1 During the period of verification of MASPS approved aircraft, two methods of height monitoring will be employed to achieve the monitoring goals. One method will employ a fixed site Height Monitoring Unit (HMU) located 15nm east of Strumble VOR/DME at N51 56.00 W004 40.00 beneath Upper ATS Route UG1 in the United Kingdom. In order for aircraft to be monitored using this method, they will be required to overfly the HMU in straight and level flight at FL 290 or above. Where this method is not considered to be expeditious or practical, operators may arrange to carry a GPS Monitoring Unit (GMU) instead.

#### 3 Procedures for GMU Carriage

3.1 Operators with MASPS approved aircraft wishing to be monitored using the GMU method should contact Mr T. Hinson at ARINC Inc by telephone at (410) 266-4707 or by fax at (410) 573-3007. Where possible, operators are requested to anticipate the issue of MASPS approval so that best use of the available resources may be made. It should be noted that the carriage of a GMU for monitoring purposes need not necessarily be on a NAT flight.

#### 4 Monitoring using the HMU method

4.1 In order to facilitate successful monitoring by this method, aircraft should be operated so as to meet the following guidelines:

- a. Aim to fly the centerline of Upper ATS Route UG1.
- b. As a minimum, fly straight and level between FL 290 and FL 410 in the route segment between 004 30W and 004 50W.
- c. If condition (a) above cannot be met, the maximum recommended lateral offset from the centerline is 5nm. (Tracks outside this may be recorded but accuracy will be degraded, resulting in a less than optimum assessment of height keeping performance).
- d. Mode A squawk should not be altered in the geographical location set out at sub-paragraph 4.1(b) above.

#### 4.2 Pre-flight procedures

4.2.1 Operators proposing to divert from an optimum route in order to fly over the HMU are strongly advised to call the HMU Status line on +44 171 832 6031 for HMU serviceability information. While every effort will be made to ensure that the promulgated information is accurate, operators should note that the equipment may become unserviceable at short notice.

4.2.2 Aircraft for HMU monitoring should be flight planned to route via Strumble, in accordance with UK AIP RAC 8. Dispatchers should ensure that Item 18 of the ICAO flight plan includes both aircraft registration and RMK/HMU FLT.

#### 4.3 In-flight Procedures

4.3.1 As a reminder to the controller that the aircraft is attempting to be monitored by the HMU, crews should transmit "... for HMU flight" to London Control on initial contact is eastbound, or when west of CPT if westbound. Operational requirements permitting, the controller will endeavor to do his/her best to ensure the aircraft is routed through the HMU capture area in straight and level flight. Operators are advised that the serviceability status of the HMU will not be known by ATC; therefore, requests for information regarding the HMU should not be made on London Control frequencies.

4.3.2 It is recognized that it will be difficult for Gatwick based aircraft to be monitored using the HMU as the published routings via UR14 between Strumble and EXMOR will not allow the aircraft to comply with the required capture conditions. However, eastbound aircraft which would normally be routed onto UR14 after Strumble may request a tactical routing to take them into the capture area. Again, the controller will endeavor to oblige but if it is not possible to comply with the request, crews should not enter into lengthy dialog with the controller.

#### 4.4 Post Flight Procedures

4.4.1 ATC will have no way of knowing whether an aircraft has been successfully monitored by the HMU. Operators wishing to ascertain this information may fax a request to the NAT Central Monitoring Agency (CMA) at +44 171 832 5562. It should be appreciated that it will take a finite time to collate the requisite information and that while every effort will be made to reply as soon as possible, operators should not expect to receive a reply sooner than one week after receipt of their request. 5/8/96 (AFS400)

#### SPECIAL NOTICE - NEW YORK FIR. (Time Keeping Procedures)

Prior to entering MNPS airspace, the time reference system(s) to be used during the flight for calculation of waypoint Estimated Times of Arrival (ETAs) and waypoint Actual Times of Arrival (ATAs) shall be synchronized to UTC. All ETAs and ATAs passed to ATC shall be based on a time reference that has been synchronized to UTC or equivalent. Acceptable sources of UTC include the following:

- a. WWV - National Institute of Standards and Technology (NIST: Fort Collins, Colorado, US). WWV operates 24 hours a day of 2500, 5000, 1000, 15000, 2000 kHz (AM/SSB) and provides UTC voice every minute;
  - b. GPS (corrected to UTC) - Available 24 hours a day to those pilots that can access the time signal over the shipboard GPS equipment;
  - c. CHU - National Research Council (NRC: Ottawa Canada), Available 24 hours a day on 3330, 7335, 14670 kHz (SSB). In the final ten-second period of each minute, a bilingual station identification and time announcement is made in UTC;
  - d. BBC - British Broadcasting Corporation (Greenwich, UK). The BBC transmits on a number of domestic and worldwide frequencies and transmits the Greenwich time signal (referenced to UTC) once every hour on most frequencies, although there are some exceptions;
  - e. Any other source shown to the State of Registry or State of Operator (as appropriate) to be an equivalent source of UTC.
- ATO-150 (11/6/98)

## International Oceanic Airspace Notice

### ATLANTIC

#### Implementation of Reduced Vertical Separation Minima (RVSM);

##### Operational Procedures

Reduced vertical separation minima (RVSM) will be implemented in all designated Minimum Navigation Performance Specification (MNPS) airspace of the North Atlantic (NAT) region between flight levels 330 and 370, inclusive. Within this airspace, vertical separation will be reduced from 2000 ft to 1000 ft between approved aircraft.

Aircraft and operators currently operating within MNPS airspace are required to meet the lateral navigation performance standards of MNPS and are required to be approved to conduct MNPS operations by the State of Registry or the State of the Operator, as appropriate.

Operators that choose to operate between FL 330 and FL 370, inclusive, are required to be approved by the State of Registry or the State of the Operator for both MNPS and RVSM operations. Operators that choose to operate in MNPS airspace at FL 310 and below and/or FL 390 and above are required to be approved for MNPS operations only.

RVSM approval is required for both the aircraft and the operator. RVSM approved aircraft are required to be equipped with altimetry, altitude alert, automatic altitude control, and transponder systems that are approved by the appropriate State authority. Operator approval requires the operator to adopt flight crew and maintenance operating practices and procedures appropriate to RVSM operations. NAT Doc 002, FAA Interim Guidance 91-RVSM, and Joint Airworthiness Authorities Information Leaflet (JAA IL) 23-1 contain guidance on aircraft and operator approval. NAT Doc 002 has been distributed to States by the ICAO Paris Office.

**Flight Planning Note.** Operators must annotate block 10 (Equipment) of the ICAO flight plan with the letter "W" to indicate RVSM approval. The letter "X" should still be used to indicate MNPS approval.

##### Contingency Procedures.

Pilots must be aware of the revised contingency procedures adopted for RVSM. These procedures are printed in NAT Doc 002, FAA Interim Guidance 91-RVSM, and JAA IL 23-1. One key element of the revised procedures is the use of a 500 foot (instead of a 1,000 foot) altitude offset when such an offset is considered necessary.

##### Transition Areas within the New York FIR

Aircraft transitioning to/from RVSM flight levels in the New York FIR should expect transitions to occur:

##### Westbound (from RVSM to conventional vertical separation minima-CVSM):

Prior to 18 North for aircraft entering the Piarco FIR;

Prior to crossing 60 West for aircraft entering the West Atlantic Route System (WATRS) or San Juan non-radar airspace; or

Within Bermuda radar coverage for aircraft that will enter that airspace.

##### Eastbound (from CVSM to RVSM):

After crossing 18 North and prior to entering RVSM airspace;

After crossing 60 West for aircraft entering RVSM airspace from WATRS; or

Within Bermuda radar coverage for aircraft that will overfly that airspace.

## A699/A700

Northeast bound, CVSM to RVSM - expect transitions after passing AKERS or SLATN;

Southwest bound, RVSM to CVSM - expect transitions prior to AKERS or SLATN.

**NOTE:** Do not expect FL 340 or FL360 on these airways.

RVSM/CVSM transitions may be issued in other portions of the airspace depending on traffic conditions; all airspace in the New York FIR has been designated as "transition airspace." Aircraft may be assigned altitudes above or below the RVSM stratum as traffic requires.

##### "When Able Higher" (WAH) Reports

To ensure maximum use of available altitudes, aircraft entering RVSM and/or MNPS airspace in the New York FIR should be prepared to advise ATC of the time or position the aircraft can accept the next higher altitude. WAH reports are also used to plan the altitude for aircraft as they transition from RVSM to CVSM altitudes. Therefore it is important that the altitude capability of the aircraft is known by controllers. If the aircraft is capable of a higher altitude that, for whatever reason, is not preferred by the pilot, give the altitude in the WAH report and advise that you prefer not to be assigned that altitude.

The procedures will differ for eastbound and westbound aircraft since many of the eastbound aircraft will enter New York MNPS/RVSM airspace from ATC sectors that have direct Controller-Pilot communications. ATC acknowledgment of a WAH report is NOT a clearance to change altitude.

##### Eastbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots may be requested by ATC to provide an estimate for when the flight can accept the next higher altitude(s). If requested, pilots should provide this information as soon as possible.

##### Westbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots should include in the initial position report the time or location that the next higher altitude can be accepted.

**Example:** "GLOBAL AIR 543, 40 NORTH 40 WEST AT 1010, FLIGHT LEVEL 350, ESTIMATING 40 NORTH 50 WEST AT 1110, 40 NORTH 60 WEST NEXT. ABLE FLIGHT LEVEL 360 AT 1035."

**NOTE:** Pilots may include more than one altitude if that information is available.

**Example:** (after stating initial report) "ABLE FLIGHT LEVEL 360 AT 1035, ABLE FLIGHT LEVEL 370 AT 1145, ABLE FLIGHT LEVEL 390 AT 1300."

##### Mandatory Pilot Reports

In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and controllers and reduces the possibility of operational errors. This requirement for altitude readback and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e., flight levels 330, 340, 350, 360 and 370).

**Example:**

1. (initial altitude readback): "GLOBAL AIR 543 CLIMBING TO FLIGHT LEVEL 360."

2. (upon reaching assigned altitude): "GLOBAL AIR 543 LEVEL AT FLIGHT LEVEL 360."

##### Non-RVSM Aircraft Climbing/Descending Through RVSM Airspace

If requested, ATC may clear aircraft that are not RVSM certified to climb/descend through RVSM airspace if traffic permits. However, the

(3/31/97 - ATO-100)



d. If additional information is required, contact the Coast Guard Navigation Center, Alexandria, VA, (703)313-5900.

1/8/97 (ATO-3)



## PACIFIC

Notice of Required Navigation Performance 10 (RNP-10) implementation in the Oakland Center FIR. Effective December 3, 1998, at 0500 UTC, a 50nm lateral separation standard will be applied to all aircraft that are RNP-10 approved. RNP-10 approval will be required from FL310 through FL390, inclusive, for all PACOTS, except Tracks A,B,11,12,W,X,20 and 21.

RNP-10 approved: all RNP-10 approved aircraft entering the Oakland FIR shall file a /R equipment suffix in their ICAO flight plan in accordance with ICAO Doc. 4444, appendix 2, provided they will maintain RNP-10 eligibility for the entire route segment within the Oakland FIR.

Non RNP-10 approved: may file via random track, at any altitude, at least 100nm from any PACOTS track, or the NOPAC. Aircraft entering the NOPAC should flight plan in accordance with Anchorage Center NOTAM A0004/98. Oakland Center may apply 50nm lateral separation between RNP-10 approved aircraft, as defined by ICAO regional supplementary procedures Doc 7030/4 PAC/RAC, Part1, Chapter 6. Operators are required to obtain an approval by State of registry or State of operator, as appropriate, to be qualified as RNP-10 capable. RNP-10 approval criteria can be found in FAA Order 8400.12, as amended, which can be obtained on the Internet at: <http://www.faa.gov/ats/ato/rnp/htm>

Approval information should be submitted to the following:

William J. Hughes Technical Center, ACT-520  
Federal Aviation Administration  
Atlantic City Airport, NJ 08405, USA  
ATTN: RNP-10 approval

This information can also be transmitted via the Internet to [Bennett\\_D\\_Flux@admin.tc.faa.gov](mailto:Bennett_D_Flux@admin.tc.faa.gov) or by facsimile (609)485-5117. Questions regarding the information requested can be directed to Bennett Flax or James Devine at (609) 485-6263. Questions regarding this NOTAM should be directed to Carol C. Dryden, Acting Support Manager-Airspace & Operations, Oakland Center, at (510) 745-3234 or [carol.dryden@faa.dot.gov](mailto:carol.dryden@faa.dot.gov).

11/10/98 (ATO-150)



## PACIFIC

### SPECIAL NOTICE - PLANNING FOR IMPLEMENTATION OF REDUCED VERTICAL SEPARATION MINIMUM IN THE PACIFIC REGION

In preparation for the implementation of reduced vertical separation minimum (RVSM) in the Pacific region, a regional monitoring agency has been established. This agency, the Pacific Approvals Registry and Monitoring Organization (PARMO), was established at the FAA William J. Hughes Technical Center. One of the responsibilities of the PARMO is to establish and maintain a data base containing the results of height keeping performance monitoring.

In order to accomplish this, the PARMO is requesting that all altitude deviations of 300 ft or more within Pacific oceanic airspace be reported. Reports are to include those deviations due to Traffic Alert and Collision Avoidance System (TCAS) alerts, turbulence and contingency events.

Reports should provide the information detailed below, and be submitted to the following address:

## Federal Aviation Administration

William J. Hughes Technical Center  
Pacific Approvals Registry and Monitoring Organization  
Aviation System Analysis and Modeling Branch, ACT-520  
Atlantic City International Airport, NJ, USA 08405

1. REPORT OF AN ALTITUDE DEVIATION OF 300 FT OR MORE

2. REPORTING AGENCY

3. DATE AND TIME

4. LOCATION OF DEVIATION

5. NOPAC/CENPAC/CEP/SOPAC/Japan-Hawaii/OTHER  
(Note 1)

6. FLIGHT IDENTIFICATION AND TYPE

7. FLIGHT LEVEL ASSIGNED

8. OBSERVED/REPORTED (Note 1) FINAL FLIGHT LEVEL  
(Note 2) MODE C/PILOT REPORT (Note 1)

9. DURATION AT FLIGHT LEVEL

10. CAUSE OF DEVIATION

11. OTHER TRAFFIC

12. CREW COMMENTS, IF ANY, WHEN NOTIFIED

13. REMARKS (Note 3)

### NOTE -

[1] State one of the two choices.

[2] In the case of turbulence, state extent of deviation from cleared flight level.

[3] In the event of contingency action, indicate whether prior clearance was given and if contingency procedures were followed.

The information may alternatively be sent by fax to +1 609 485 5117.

9/16/98



## PACIFIC

### SPECIAL NOTICE -- OAKLAND OCEANIC CTA

Aircraft destined for the Hawaiian Islands from North America should adjust their transponders to display code 2000 upon entering Oakland Oceanic CTA airspace. Aircraft should maintain code 2000 thereafter until otherwise directed by air traffic control.

### DIRECT SATVOICE CAPABILITY FOR ATC USE - OAKLAND FIR

Oakland Center oceanic control has the capability for air/ground and ground/air satellite telephone service (SATVOICE). Direct SATVOICE contact between the pilot and Oakland Center shall be limited to distress and urgency situations, or other exceptional circumstances only.

Oakland Center oceanic control may initiate calls to aircraft when other means are not available and communications is essential.

Aircraft satellite data units may be pre-programmed with the INMARSAT six digit code for easy access call set-up. The INMARSAT code for Oakland Center oceanic control is 436697. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating the air/ground call. To receive SATVOICE service, aircraft must be logged on to an INMARSAT communications satellite. Call forwarding from the ground service provider will initiate the call to the aircraft.

**NOTE -**

*Aircraft should log on to the INMARSAT Pacific ocean satellite while operating anywhere within the Oakland FIR. This is necessary for Oakland Center to be able to initiate calls to aircraft.*

In the event of controller pilot data link (CPDLC) failure, flight crews are requested to communicate directly with ARINC (SFO or HNL) on

HF radio or SATVOICE for routine communications. Do not call Oakland Center directly for routine communications.

Direct questions to Oakland International Operations, 510-745-3469, fax - 510-745-3628.

1/23/97 (ATO-3)



# U.S. OVERLAND/OCEANIC NOTICES

## GENERAL

### SPECIAL NOTICE -- TURBULENCE IMPACT ASSESSMENT

To help in assessing whether moderate or severe turbulence might have an impact on operations in the North Atlantic (NAT) Region, including the Western Atlantic Route System (WATRS), when reduced vertical separation minimum of 1000 feet is applied between FL290 and FL410 inclusive, the frequency and magnitude of altitude deviations from assigned FL caused by moderate to severe turbulence needs to be quantified. To this end, air crews operating the NAT Region, including all of the WATRS areas, are required to **include the magnitude of the deviation, in feet, from assigned FL in all required reports of moderate to severe turbulence.**

### SPECIAL NOTICE -- NADIN

Correct NADIN system processing of ICAO flight plans in ARTCCs fifth through eight characters of address must be ZQZX for the first domestic ARTCC and ZRZX for all other ARTCCs. (KFDC 15/88)

**EXCEPTIONS:** See: NEW YORK CTA/FIR, SPECIAL NOTICE - Flight Planning in the NEW YORK CTA/FIR.

### SPECIAL NOTICE -- IFR/VFR OPERATIONS

Flights in oceanic airspace must be conducted under Instrument Flight Rules (IFR) procedures when operating:

- a. Between sunset and sunrise;
- b. At or above Flight Level (FL) 60 when operating within the New York, Oakland, and Anchorage Flight Information Regions (FIRs); or
- c. Above FL180 when operating within the Miami and Houston FIRs, and in the San Juan Control Area. Flights between the east coast of the U.S. and Bermuda or Caribbean terminals and traversing the New York FIR at or above 5,500 ft MSL should be especially aware of this requirement. (FAA)

### SPECIAL NOTICE -- LOST COMMUNICATIONS

If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, the pilot should:

- a. Adjust the transponder to reply on Mode 3/A, Code 7700 for a period of 1 (one) minute;
- b. then change to code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first; and
- c. repeat steps A and B as practicable.

The pilot should understand that s/he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

### SPECIAL NOTICE -- NAT ATS MESSAGE FORMAT

The following is submitted in an effort to standardize ATS message formats for air/ground communications in the North Atlantic (NAT) Region:

#### 1. General

1.1. All NAT air-ground messages are categorized under one of the following headings (excluding emergency messages):

- a. Position Report

- b. Request Clearance

- c. Revised Estimate

- d. Miscellaneous Message

1.2. In order to enable ground stations to process messages in the shortest possible time, pilots should observe the following rules:

- a. Use the correct type of message applicable to the data transmitted;

- b. State the message type on the contact call to the ground station or at the start of the message;

- c. Adhere strictly to the sequence of information for the type of message;

- d. All times in each of the messages should be expressed in hours and minutes.

#### 2. Description of ATS Message Types

2.1. Aircraft should transmit air-ground messages using standard RTF phraseology in accordance with the following:

##### 2.1.1. POSITION

To be used for routine position reports.

#### CONTENT AND DATA SEQUENCE

- a. "POSITION"

- b. Flight identification

- c. Present position

- d. Time over present position (hours and minutes)

- e. Present flight level

- f. Next position on assigned route

- g. Estimated time for next position (hours and minutes)

- h. Next subsequent position

- i. Any further information; e.g., MET data or Company message

#### EXAMPLE-

"POSITION, SWISSAIR 100, 56N 010W 1235, FLIGHT LEVEL 330, ESTIMATING 56N 020W 1310, NEXT 56N 030W"

##### 2.1.2. REQUEST CLEARANCE

- a. To be used, in conjunction with a routine position report, to request a change of mach number, flight level, or route and to request westbound oceanic clearance prior to entering Reykjavik, Santa Maria or Shanwick CTAs.

#### CONTENT AND DATA SEQUENCE

1. "REQUEST CLEARANCE"
2. Flight identification
3. Present or last reported position
4. Time over present or last reported position (hours and minutes)
5. Present flight level
6. Next position on assigned route or oceanic entry point
7. Estimate for next position or oceanic entry point
8. Next subsequent position
9. Requested mach number, flight level or route
10. Further information or clarifying remarks

#### EXAMPLE -

"REQUEST CLEARANCE, TWA 801, 56N 020W 1245, FLIGHT LEVEL 330, ESTIMATING 56N 030W 1320, NEXT 56N 040W, REQUESTING FLIGHT LEVEL 350"

b. To be used to request a change in mach number, flight level or route when a position report message is not appropriate

#### CONTENT AND DATE SEQUENCE

- a. "REQUEST CLEARANCE"
- b. Flight identification
- c. Requested mach number, flight level or route
- d. Further information or clarifying remarks

#### EXAMPLE -

"REQUEST CLEARANCE, BAW 212, REQUESTING FLIGHT LEVEL 370"

#### 2.1.3. REVISED ESTIMATE

To be used to update estimate for next position

#### CONTENT AND DATA SEQUENCE

- a. "REVISED ESTIMATE"
- b. Flight identification
- c. Next position on route
- d. Revised estimate for next position (hours and minutes)
- e. Further information

#### EXAMPLE -

"REVISED ESTIMATE, WDA 523, 57N 040W 0325"

#### 2.1.4. MISCELLANEOUS

To be used to pass information or make a request in plain language that does not conform with the content of other message formats. No message designator is required as this will be inserted by the ground station.

#### CONTENT AND DATA SEQUENCE

- a. Flight identification
- b. General information or request in plain language and format free.

#### SPECIAL NOTICE -- INSPECTION OF MEANS OF CONVEYANCE

*Inspection of aircraft prior to departure.* No person shall move any aircraft from Hawaii to the continental United States, Puerto Rico, or the Virgin Islands of the United States, unless the person moving the aircraft has contacted an inspector and offered the inspector the

opportunity to inspect the aircraft prior to departure and the inspector has informed the person proposing to move the aircraft that the aircraft may depart.

*Inspection of aircraft moving to Guam.* Any person who has moved an aircraft from Hawaii to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Hawaii prior to departure in accordance with arrangements made between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam.

(USDA -Regulation 318.13-9)

#### SPECIAL NOTICE -- INSPECTION OF MEANS OF CONVEYANCE

*Inspection of aircraft moving to Guam.* Any person who has moved an aircraft from Puerto Rico or the Virgin Islands of the United States to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Puerto Rico or the Virgin Islands prior to departure in accordance with arrangements between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam. (USDA -Regulation 318.58-9)

#### ARINC

#### SATCOM VOICE FOR ATC USE

Effective June 1, 1996, ARINC began normal operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air-ground-air communications between ARINC Communications Centers and en route oceanic aircraft. Aircraft desiring to contact an ARINC Comm Center should use the following INMARSAT Security Numbers (published on Jepp En route Charts) to call the appropriate ARINC Center:

| Oceanic Area                                | Center | Number |
|---|--------|--------|
| Atlantic/Caribbean<br>Central/South America | NYC    | 436623 |
| Pacific                                     | SFO    | 436625 |

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasions when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operational Control Communications. This capability will be on a "search, find and contact" basis initially, which may require some delay in contacting flights. Aircraft operators with aircraft currently cockpit SATCOM Voice equipped should contact ARINC at 410-266-4430 to provide, update, or verify aircraft AES ID codes which are required to initiate ground-to-air calls.

#### GULF OF MEXICO VHF COMMUNICATIONS

Due to the distances involved, signal levels received by aircraft communicating with New York ARINC in the Gulf of Mexico on frequency 130.700 MHz will be weaker than normally encountered in VHF communications. Most aircraft usually have the squelch setup to communicate where signal levels are much higher and to totally eliminate background noise for the flight crew.

In order to increase the range and maximize the coverage area, aircraft are asked to utilize the following squelch settings on their VHF radios while monitoring or communicating with New York ARINC.

On aircraft with an OPEN/CLOSE squelch switch, the squelch should be set to the OPEN position while communicating or after being SELCAL'ed.

Aircraft with an adjustable system should first set their squelch to fully open position and then adjust to where the noise is reduced or just closed. This will allow the weakest signals to be heard.

Utilizing this procedure will increase the background noise heard by the flight crew but will allow communications at a much greater range.

Direct any questions to ARINC Air/Ground operations at 410-266-4430.



## IMPROVEMENTS TO HF COMMUNICATIONS IN THE CENTRAL WEST PACIFIC AREA OF THE OAKLAND OCEANIC FIR

ARINC has recently completed improvements to HF radio communications and SELCAL reliability in the Central West Pacific (CWP) with enhancements to the auxiliary ARINC HF ground station located on Guam, Marianas Islands. This station was installed by ARINC in March, 1997 to augment the main CWP HF ground station located in Hawaii. It is intended primarily for flights operating within 1,000 NM of Guam. The Guam radio is now continuously available to the ARINC Communications Center at SFO through a full-period telephone circuit. Prior to May 12, 1998, this station was only available for Radio Operator use through a dial-access system which had operational limitations. Operating frequencies are 2998 and 6532 KHz. Frequencies 4666, 8903, 11384, and 13300 KHz will be implemented on the Guam station by June 15, 1998.

Aircraft operators required to maintain HF en-route radio guard with SFO ARINC while operating in the CWP area, especially west of 165 East Longitude, should notice overall improved communications as a result of this enhancement to ARINC facilities.

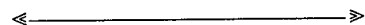
Feedback to ARINC on this issue is desired. ARINC is very interested in flight crew comments regarding communications quality in this area, either positive or negative. Comments can be relayed to Radio Operators working flights, via E-mail after completion of a flight to agops@arinc.com, or by calling ARINC HDQ Air/Ground Operations at 410-266-4430.

Questions regarding ARINC Air/Ground Voice Services or this NOTUS should be directed to ARINC Air/Ground Operations at 410-266-4430.

(5/22/98) ARINC

## SPECIAL NOTICE - NAVIGATION WARNING

U.S. Aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Commonwealth of Independent States (CIS) (former Soviet Union) territory. Recognition that many flight tracks on this route provide minimum separation from CIS airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over CIS territory. Pilots and operators of small aircraft performing bear hunting flights or other types of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in CIS airspace. (FAA)



## FREQUENCY 3452 kHz TO BE ADDED AT ARINC SAN FRANCISCO AERONAUTICAL STATION

Effective 0001 UTC, September 15, 1998, Major World Air Route Area (MWARA) HF frequency 3452kHz will be implemented at the ARINC San Francisco Aeronautical Station. It will be for use by aircraft operating in the Central East Pacific (CEP) oceanic area.

The following is a listing of all Central East Pacific MWARA frequencies that will be in service at SFO ARINC after September 15, 1998.

| FREQUENCIES                     | MWARA HF GROUP |
|---------------------------------|----------------|
| 3413, 5574, 8843, 13354, 17904  | CEP-1          |
| 2869, 5547, 11282, 13288, 21964 | CEP-2          |
| 3452, 6673, 10057, 13288        | CEP-3          |

ARINC - (8/20/98)



## ARINC AERONAUTICAL STATION SATCOM DIRECT PHONE NUMBERS

Aircraft operations with SATCOM Voice can contact ARINC Aeronautical Stations using the following direct dial telephone numbers:

| ARINC STATION | DIRECT DIAL  | INMARSAT SECURITY CODE |
|---------------|--------------|------------------------|
| SFO           | 925-371-3920 | 436625                 |
| NYC           | 516-244-2492 | 436623                 |

These numbers are being published in conjunction with the six-digit Inmarsat security numbers which are currently listed on Enroute Charts, Supplements, NOTAMS, and in other ARINC notifications and service handbooks. The six-digit Inmarsat Security numbers will continue to work through all Ground Earth Stations if they are compatible with SATCOM units.

The direct dial numbers are being published because some SATCOM installations will not accept a six-digit number (some units will not accept less than ten digits in a dialing sequence).

Questions regarding ARINC Air/Ground Voice Services or this NOTAM should be directed to ARINC HDQ, Air/Ground Operations Department, at 410-266-4430 or email: AGOPS@arinc.com

ARINC - (8/20/98)



## SPECIAL NOTICE -- ENROUTE COMMUNICATIONS PROCEDURES

Enroute Communications procedures supporting flight operations in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ACC.

Flight crews operating aircraft in that airspace under those circumstances are expected to maintain communications with Cambridge Bay Radio and a listening or SELCAL watch on HF frequencies of North Atlantic Delta NAT D network, Viz, 2971, 4675, 8891, 11279 kHz. Cambridge Bay Radio will accomplish necessary relay between enroute aircraft and the Anchorage Center. Additionally, and in view of reported marginal reception of Honolulu Pacific VOLMET broadcast in that and adjacent Canadian airspace, Cambridge Bay Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request. (FAA)

## HOUSTON CTA/FIR

## SPECIAL NOTICE - TEST OF MACH NUMBER TECHNIQUE

Effective September 1, 1994, the Houston ARTCC and Merida ACC's began the test application of the MACH Number Technique in the Gulf of Mexico. This technique, as prescribed in ICAO Regional Supplementary Procedures, Document 7030/4, CAR/RAC-9, paragraph 6.2.1.2.c, has been expanded to include the Merida and Monterey CTA/FIR's and will allow for reduction of longitudinal

separation standards base on speed assignment. Because separation is based on speed assignment, it is important that pilots strictly adhere to the speed assignment until instructed otherwise. Speed assignment may be applied to aircraft climbing, descending, and at level flight. If the preceding aircraft is Mach .03 faster than the following aircraft, separation may be reduced to 10 minutes. When the preceding aircraft is Mach .06 faster than the following aircraft, separation may be reduced to 5 minutes.

Aircraft operating in the Gulf of Mexico transitioning between the Houston CTA/FIR and the Meridia or Monterey CTA/FIR should anticipate the application of the procedure when circumstances permit. Aircraft filing flight plans through the Gulf of Mexico shall file their true airspeed in the form MACH number.

This change is published in accordance with ICAO Regional Supplementary Procedures, Document 7030.4, CAR/RAC-9, Paragraph 6.4.1. This NOTAM will be canceled upon publication of this information in the United States Aeronautical Information Publication or ICAO Regional Supplementary Procedures, Document 7030/4, whichever occurs first.

### SPECIAL NOTICE - COMMUNICATIONS AND POSITION REPORTING

Position reports and the ability to communicate at any point of the route of flight is vital to the air traffic safety and control process. When flight planning, users are responsible to ensure that they will be capable of compliance. Inability to comply is in violation of ICAO requirements. The communication requirements for IFR flights within the Houston Oceanic Control Area are:

a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.

b. Maintain a continuous listening watch on the appropriate radio frequency.

c. Reporting of mandatory points:

The following describes an area in the Houston CTA/FIR where reliable VHF air-to-ground communications, below FL180, are not available:

26 30 00N 86 00 00W TO 26 30 00N 92 00 00W TO  
24 30 00N 93 00 00W TO 24 30 00N 88 00 00W TO  
24 00 00N 86 00 00W TO BEGINNING POINT.

Communications within this area is available for all oceanic flights via HF.

The attention of pilots planning flights within the Houston CTA/FIR is directed to the communications and position reports requirements specified in the following ICAO Documents:

ANNEX 2, PARAGRAPHS 3.6.3 AND 3.6.5  
ANNEX 11, PARAGRAPH 6.1.2  
PANS-RAC 4444, PART 2, PARAGRAPH 14  
DOC 7030, CAR, PARAGRAPH 3. (FAA)

### MIAMI CTA/FIR

#### Havana CTA/FIR -- Miami CTA/FIR

Aircraft on IFR flight plans entering the Miami CTA/FIR at FL240 and above from the Havana CTA/FIR are requested to establish communication with Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below for airways/direct routes:

between 8100W-8300W 132.2 VHF/323.1 UHF  
between 8000W-8100W 124.7 VHF/323.0 UHF  
between 7810W-8000W 135.22 VHF/381.45 UHF  
between 7810W-Southeast to 2200N/7500 W 127.22 VHF/239.02 UHF

Aircraft on IFR flight plans entering the Miami CTA/FIR below FL240 from the Havana CTA/FIR are requested to establish communication

with Miami ARTCC 10 minutes prior to the Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below:

B646 & G765 \_ at an above FL170 132.2 VHF/323.1 UHF, at and below FL160 133.5 VHF/306.9 UHF.

B503 \_ 127.22 VHF/239.02 UHF

G437 - 125.7 VHF/307.9 UHF

A301 & R628 - 134.6 VHF/269.05 UHF.

### NOTE-

*This information should appear on all applicable Domestic and Latin American High/Low Enroute Charts.*

### Radar separation

Miami ARTCC is utilizing limiter radar procedures with Havana Center. Aircraft should not anticipate these services unless they are specifically provided. Aircraft must contact Miami ARTCC 10 minutes prior to reaching the Miami CTA/FIR boundary, regardless of radar services being provided.

Miami ARTCC is utilizing a secondary radar system from an antenna located on the island of Grand Turk, British West Indies. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 by Miami Center to those participating aircraft within the antenna coverage.

Miami ARTCC is also utilizing a secondary radar system from an antenna located on the New Providence Island, Nassau, Bahamas. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 to those participating aircraft within the antenna coverage.

Above FL240, some overlap occurs in radar coverage between the Nassau and Grand Turk systems and between the Grand Turk and Pico Del Este, Puerto Rico, systems.

There is no primary radar data or weather information available from the Grand Turk and Nassau radar systems. Since radar separation is dependent upon the receipt of transponder returns, all aircraft within antenna coverage of either system are required to squawk transponder codes as assigned by ATC, or, if none assigned, squawk the appropriate stratum code

Aircraft departing and overflying the Santo Domingo and Port Au Prince FIRs can expect ATC assigned codes from those agencies. If a code is not assigned by either Santo Domingo or Port Au Prince, pilots should request a code. The assigned codes should be squawked prior to crossing the Miami CTA/FIR boundary north or west bound. Initial call up to Miami Center prior to crossing the CTA/FIR boundary will permit early radar identification. Radar flight following of VFR aircraft is available on a workload permitting basis. The primary ATC frequency is 132.3 and 307.2. Secondary frequency is 135.2 and 327.0. (FAA 10/25/93)

Aircraft on IFR flight plan entering Miami CTA/FIR from Port Au Prince or Santo Domingo CTA/FIR contact Miami ARTCC at least 10 minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

### NEW YORK OCEANIC CTA/FIR

EFFECTIVE IMMEDIATELY, ALL AIRSPACE USERS ENTERING NEW YORK CENTERS' WEST ATLANTIC ROUTE SYSTEM (WATRS) SOUTHBOUND ON ATS ROUTES A554, A300, A523 AND G432 SHALL FLIGHT PLAN AND FILE THE FOLLOWING ROUTES:

| ATS ROUTE | NEW ROUTING            |
|-----------|------------------------|
| For A554  | LINND-RANCO-KUPEC-A554 |
| For A300  | LINND-DIDLE-WAYDE-A300 |

|          |                        |
|----------|------------------------|
| For A523 | LINND-KWINN-GABES-A523 |
| For G432 | LINND-RETTA-TARGA-G432 |

| SIGNIFICANT POINT | COORDINATES          |
|-------------------|----------------------|
| RANCO             | 37°54.0'N/071°33.0'W |
| DIDLE             | 37°58.0'N/071°10.0'W |
| KWINN             | 38°08.0'N/070°42.0'W |
| RETTA             | 38°19.0'N/070°21.0'W |

**NOTE-**

- ☐ Users of B24 (either direction) are NOT effected.
- ☐ Northbound A300, A523, A554, G432 are NOT effected.

1/23/97 (ATO-3)



**NEW YORK FIR**

**Oceanic Clearances**

Aircraft operating through North Atlantic MNPS airspace are required to have a detailed clearance before entering MNPS airspace. The clearance, commonly referred to as an "Oceanic Clearance," must include either the specific NAT Track to be flown or the point-to-point grid coordinates in the case of a random route. The clearance must be issued by ATC and acknowledged by the pilot. Oceanic clearances are not required for aircraft that will not operate in MNPS Airspace (MNPSA). For aircraft that will enter MNPSA, the clearance may be received at anytime prior to crossing the MNPSA boundary. This means that aircraft may fly for a considerable period in non-MNPS oceanic airspace before receiving the oceanic clearance.

For aircraft operating in non-MNPS airspace, e.g. WATRS, an abbreviated clearance is satisfactory. However, if any doubt exists concerning an abbreviated clearance, or if the possibility exists that multiple flight plans may have been submitted, the pilot should request, or the controller may issue, a complete (Oceanic) clearance at any time." (AEA-504) 6/3/96.

**NEW YORK CTA/FIR**

The Western Atlantic Route System (WATRS) area is defined beginning at a point 2700N 7700W direct to 2000N 6700W direct to 1800N 6200W direct to 1800N 6000W direct to 3830N 6000W direct to 3830N 6915W thence counterclockwise along the New York Oceanic control area/flight information boundary to the Miami Oceanic control area/flight information boundary to the point of the beginning. (FAA 5/1/96)

**SPECIAL NOTICE -- BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA**

Effective immediately, all aircraft transitioning from Miami Center and San Juan CERAP into the WATRS Area via fixed ATS routes, shall remain on their last assigned beacon code.

**SPECIAL NOTICE -- BERMUDA VORTAC**

On or about 15 January, 1998 the Bermuda VORTAC (BDA) is to be shutdown. The Eastern Region FAA intends to refurbish or rebuild the facility as an (H) VOR/DME only, (BDA). The work is expected to take approximately ninety (90) days. For planning purpose the Bermuda (H) VOR/DME(BDA) facility will be operational on or about 15 April, 1998.

(AEA-520 - 12/19/97)



**SPECIAL NOTICE -- COMMUNICATION AND POSITION REPORTING**

The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents:

- Annex 2, paragraphs 3.6.3 and 3.6.5*
- Annex 11, paragraph 6.1.2*
- Pans-Rac 4444, part 2, paragraph 14*
- Doc 7030, NAT, paragraphs 4 and 6. 0*

**COMMUNICATION REQUIREMENTS**

The communications requirements for IFR flights within the NEW YORK CTA/FIR are:

- a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.

1. Part 121, 125, 135 operators must have 2 LRCS (Long Range Communications System) installed and operational on any a/c operating within the New York Oceanic CTA/FIR. These operators may have their operations specifications amended to 1LRCS only with a waiver from the Administrator.

2. Part 91 operators must have at least 1 LRCS, but do not need a waiver.

3. The "30 minute rule" is an emergency procedure. Operators should be cognizant during their flight planning stage of the "30 minute rule." If their LRCS system should fail they should be no more than 30 minutes from VHF coverage.

- b. Maintain a continuous listening watch on the appropriate radio frequency.

- c. Report positions in specified circumstances.

**NOTE-**

*HF communications is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)*

**SPECIAL NOTICE -- GENERAL AVIATION OPERATORS**

Unless the pilot and the aircraft are certified for operation in Minimum Navigation Performance Specification Airspace (MNPSA), the aircraft will be denied entry into MNPSA by the first oceanic facility handling the flight.

Information concerning operation in MNPSA may be obtained from the North Atlantic MNPS Airspace Operations Manual and the North Atlantic International General Aviation Operations Manual.

**SPECIAL NOTICE--EUROPEAN/CARIBBEAN (EUR/CAR) TRACKS**

European/Caribbean tracks will be published only when necessary and will exist from coast-out to coast-in points only when all air traffic service provider Centers determine that it is necessary. Operators are allowed to flight plan on random routes that cross, join, or leave the tracks.

**SPECIAL NOTICE--COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE**

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede state procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure.

- a. General

If so equipped the pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C.

The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

**b. Communications failure prior to entering NAT oceanic airspace**

If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

**c. Communications failure prior to exiting NAT oceanic airspace**

**Cleared on flight plan route**

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

**Cleared on other than flight plan route**

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After passing this point conform with the relevant State procedures/regulations.

**HOUSTON/MIAMI/NEW YORK CTA/FIR**

**National Winter Storm Operation Plan (NWSOP)**

During the winter season, the U.S. Air Force Reserves (AFRES), 815th Weather Squadron (815WS) has responsibility for flying winter storm reconnaissance missions. Mission aircraft will fly at altitudes between FL290 and FL310. At designated points, the aircraft will release dropsonde, and 18 inch metal weather cylinder weighing three pounds, with an attached parachute. Five minutes prior to release, the mission aircraft commander (AC) will broadcast on 121.5 and 243.0, when in areas with no direct pilot-controller communications, the time and position of the intended drop. The dropsonde falls at a rate of approximately 1000 feet per minute. AC's are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the AC.

**ATC WILL PROVIDE SEPARATION BETWEEN THE MISSION AIRCRAFT AND ANY NON-PARTICIPATING AIRCRAFT. ATC CANNOT PROVIDE SEPARATION BETWEEN AIRCRAFT AND THE DROPSONDE.**

Users are urged to take into consideration any NWSOP's during flight planning in the affected area(s). Non-participating pilots should be especially alert to broadcast on 121.5 or 243.0 during NWSOP's. NOTAMS will be issued as early as possible prior to each mission.

**MIAMI/NEW YORK/SAN JUAN CTA/FIR**

**SPECIAL NOTICE -- FLIGHT PLANNING IN WATRS.**

"Due to traffic complexity in the Western Atlantic Route System (WATRS), flight planning via direct routes through WATRS cannot generally be approved. Operators should file via the fixed ATS route structure. Once the flight is in or approaching the WATRS and if traffic permits, controllers MAY be able to approve direct routes upon pilot request."

**SAN JUAN CTA/FIR**

**SPECIAL NOTICE -- VFR TRAFFIC**

All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish 2 way communications with San Juan on 126.7, 122.2, 123.65, or 255.4. Communication can also be established by using the VOR frequency for receiving and transmitting on 122.1 for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), St Croix (COY). The St Thomas (STT) transmitting frequency is 123.6. If unable to contact San Juan Radio, the pilot is responsible for notifying adjacent ATS units and request that a position report be relayed to San Juan Radio for search and rescue purposes and flight following. This is in accordance with ICAO Doc 4444, Part II, paras. 14.1.1, 14.1.4; Part VI, paras 1.2.1, 2.2.2; Annex 11, chapter 6, paras. 6.1.2.1, 5.1.1, 5.2.1, 5.2.2, 5.2.2.3, 5.3.2.4, 5.4.1 (San Juan IFSS 9/86)

**SPECIAL NOTICE -- SONOBUOY DROPS**

Sonobouy drop activity 5 NM radius of St. Croix (COY) 300 degree radial 11 DME (300/11) surface to 1200 feet MSL, sunrise to sunset, 7 days a week. (SJU IFSS 7/87)

**SPECIAL NOTICE -- CUSTOMS**

All IFR or VFR aircraft landing at Luis Munoz Martin International, Isla Grande, Cyril E. King, or Henry E. Rohlsen Airports that require customs, contact San Juan IFSS one hour prior to landing and request customs be advised (ADCUS). Also include ADCUS in remarks section of the Flight Plan. ADCUS service is not available at other airports in the San Juan FIR. Pilots are responsible for advising customs of their intended arrival in accordance with procedures contained in the International Flight Information Manual. (San Juan IFSS 101200)

**SPECIAL NOTICE -- ROOSEVELT ROADS, PUERTO RICO**

The U.S. Navy conducts intermittent year-round drone launch and recovery operations between sunrise and sunset in the RPV ALTRV defined below:

**NORTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., LONG. 65-30-00W.; to LAT. 18-14-30N., LONG. 65-24-00W.; to LAT. 18-14-00N., LONG. 65-10-00W.; to LAT. 18-30-00N., LONG. 65-08-00W.; to LAT. 18-45-00N., LONG. 65-06-00W.

**SOUTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., LONG. 65-30-00W.; to LAT. 18-14-00N., LONG. 65-24-00W.; to LAT. 18-14-00N., LONG. 65-10-00W.; to LAT. 17-35-00N., LONG. 65-16-00W.

**SOUTHWEST CORRIDOR:**

5 NM on each side of a line from Cabras Island to LAT. 18-13-00N., LONG. 65-36-00W.; to LAT. 17-50-00N., LONG. 65-38-00W.

**NORTHWEST CORRIDOR:**

5 NM on each side of a line from LAT. 18-45-00N., LONG. 65-36-00W.; to LAT. 18-18-00N., LONG. 65-33-00W.; to LAT. 18-07-00N., LONG. 65-36-00W.



#### ALTITUDES:

Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Non-participating aircraft, therefore, are not prohibited

from flying within the areas; however, extreme vigilance should be exercised when conducting through or near the areas when in use. Pilots should contact the San Juan International Flight Service Station on 123.65 or 255.4 to obtain real-time use information. (revised 8/91 - FAA ZSU-3.4 - CERAP HUB)

### **NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)**

**This is to notify all users that the North American Routes are now located in the North East Edition of the Airport Facility Directory effective January 1, 1998.**



## Part 4.

### GRAPHIC NOTICES



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# GENERAL INFORMATION

## SPECIAL NOTICE

Notices submitted for inclusion in the Notices to Airmen publication will be published, no earlier than **TWO EDITIONS** prior to the effective date of the Notice. **SPECIAL NOTICES** will be carried in the Notices to Airmen publication for the entire duration of the Notice, and in the case of more permanent notices, until transferred to other appropriate Air Traffic Publications.



## USA Code Change For Ice Pellets

**Effective: November 5, 1998**

Effective 0000 UTC, November 5, 1998 the Aviation Routine Weather Report/Aviation Selected Special Weather (METAR/SPECI) code formats used in the United States of America (USA) for reporting ice pellets will change from "PE" to "PL." New USA observing policy/procedures will require that only "PL" be used to encode ice pellets starting November 5, 1998. This change applies to all manual observing stations and automated observing stations where human augmentation is provided for reporting ice pellets. It does not apply to unstaffed automated observing stations which do not/cannot report ice pellets.

The dual capability to encode ice pellets as either "PE" or "PL" will be implemented at over 100 staffed Automated Surface Observing System (ASOS) locations from August 1998 to October 1998. Although these locations will have the capability to transmit ice pellets as "PL," they will be instructed to only use "PE" until November 5, 1998. Furthermore, although the implementation on November 5, 1998 is planned to be a fully coordinated "turn-key" event, there may still be some observers who did not "get the word" and may incorrectly continue to use the obsolete "PE" code after 0000 UTC, November 5, 1998. All delinquencies will be corrected as soon as possible. As a precaution, users with automated decoders are urged to take appropriate steps now to recognize both "PE" and "PL" in the METAR/SPECI code.

Concurrent with the METAR/SPECI ice pellet code conversion (PE to PL) at 0000 UTC, November 5, 1998, the USA will also convert the Terminal Aerodrome Forecast (TAF) code format for ice pellets from "PE" to "PL." All USA TAFS which are valid on or after 0000 UTC, November 5, 1998 will use PL when referring to ice pellets. Again, as a precaution, users with automated decoders are urged to take appropriate steps now to recognize both "PE" and "PL" in the TAF code as well.

In addition, effective 0000 UTC, November 5, 1998 "PL" will be used to indicate ice pellets in USA SIGMETs, Convective SIGMETs, domestic and international Area Forecasts, and Center Weather Service Unit products (Center Weather Advisories and Meteorological Impact Statements).

6/25/98(ATA-100)

## Charting of Computer Navigation Fixes (CNFs)

With the advent of modern, data base-dependent navigation systems, such as Global Positioning System (GPS) receivers and Flight Management Systems (FMS), pilots/flight crews need to see the same information on a paper chart as that shown by the navigation system on the cockpit display. This paper/display correlation helps operators of this equipment maintain situational awareness. Since GPS receivers and FMSs are basically "TO-TO" navigators, they must always be navigating to a defined point. Where that point has not been assigned a name by the FAA and charted, a commercial database supplier has created a name which appears on the cockpit display, but is not depicted on aeronautical charts. A point used for the purpose of defining the navigation track for an airborne computer system (i.e., GPS receiver or FMS) is called a Computer Navigation Fix (CNF). CNFs include unnamed (by the FAA) DME fixes, intersections, turn points on enroute airways, beginning and ending points of DME arcs, and sensor Final Approach Fixes (FAFs) on some GPS overlay approaches. To aid in the paper/display correlation process, the FAA has begun a program to assign names to CNFs and to chart CNFs on various National Ocean Service (NOS) aeronautical products, i.e. enroute and instrument approach procedure charts.

Since CNFs primarily perform a navigation function for certain airborne systems, the CNF name will not be used for any air traffic control (ATC) application, such as holding, radar vectors or flight clearances. They will not be used in filing a flight plan or in aircraft/ATC communications. Use current phraseology, e.g., facility name, radial, distance, to describe these fixes.

CNFs will be charted to distinguish them from conventional reporting points, fixes, intersections and waypoints. The CNF name will be enclosed in parenthesis, e.g., (MABEE), and the name will be placed next to the CNF it defines. If the CNF is not at an existing point defined by means such as crossing radials or radial/DME, the point will be indicated by an "x".

3/13/98 (ATO-260)



# USE OF THE GLOBAL POSITIONING SYSTEM (GPS) AS A SUBSTITUTE FOR NON-DIRECTIONAL BEACONS (NDB) AND DISTANCE MEASURING EQUIPMENT (DME)

## Purpose.

This Notice is issued to clarify the authorized uses of GPS in the U. S. National Airspace System (NAS). It is intended to amplify guidance contained in Advisory Circular (AC) 90-94, "GUIDELINES FOR USING GLOBAL POSITIONING SYSTEM EQUIPMENT FOR IFR EN ROUTE AND TERMINAL OPERATIONS AND FOR NONPRECISION INSTRUMENT APPROACHES IN THE U.S. NATIONAL AIRSPACE SYSTEM." The 14 Code of Federal Regulations (CFR) Part 91 requires air navigational equipment to be "appropriate to ground facilities to be used." The current U. S. NAS is based on NDB, Very-high frequency Omni-Range (VOR) and VOR/DME ground facilities. Therefore, depending on ground facilities to be used, in addition to VOR equipment, Automatic Direction Finding (ADF), and/or DME equipment OR an area navigation (RNAV) system which provides navigational performance equivalent to ADF, and/or DME equipment must be installed in an aircraft and must be operable for IFR flight operations in the NAS. Properly installed IFR-certificated GPS equipment, operated in accordance with AC 90-94 and this Notice, provides navigational performance equivalent to ADF or DME equipment, except for flying NDB instrument approach procedures.

## Operations.

Subject to the restrictions below, operators in the U. S. NAS are authorized to use GPS equipment certified for IFR operations in place of ADF and DME equipment for the following operations:

Determining the aircraft position over a DME fix.

Flying a DME arc.

Navigating to/from an NDB.

Determining the aircraft position over an NDB.

Determining the aircraft position over a fix made up of a crossing NDB bearing.

Holding over an NDB.

## Restrictions.

These operations are approved for GPS avionics approved for IFR, including multi-sensor systems with GPS sensor. This equipment must be properly installed and the provisions of the applicable FAA approved Aircraft Flight Manual (AFM), Flight Manual supplement, or Approved Operations Manual should be met. The required integrity for these operations is provided by Receiver Autonomous Integrity Monitoring (RAIM), or an equivalent method. For air carrier operations, operations specification approval is required to use GPS.

Waypoints to be used for these operations must be retrieved from the GPS airborne database. The database must be current.

The GPS system must be operated within the guidelines contained in the AFM, Flight Manual Supplement or Approved Operations Manual.

The Course Deviation Indicator (CDI) must be set to terminal sensitivity when tracking GPS course guidance in terminal areas.

The NDB or DME ground facility which supports the charted requirement may be temporarily out of service.

Charting will not change to support these operations. Except for use as the primary instrument approach navigational source, charted requirements for ADF or DME can be met using the GPS system.

**NOTE-**

*An aircraft is not authorized to fly any IFR approach using GPS unless that instrument approach procedure is retrievable from the airborne database. Approach procedures that are omitted from the database can not be legally flown using GPS navigational equipment.*

**Guidance.**

The following is provided as interim guidance until the new Advisory Circular 90-94 or the next issue of the Aeronautical Information Manual (AIM) are published. It is general and not specific to any particular GPS system. For specific guidance for your system refer to the approved AFM, Flight Manual Supplement or Approved Operations Manual or contact the manufacturer of your system.

**To determine the aircraft position over a DME fix:**

If the fix is identified by a five letter name which is contained in the GPS airborne database, you may select, from the airborne database, the named fix as the active GPS waypoint or you may select, from the airborne database, the facility providing the DME for fix make up as the active GPS waypoint.

If the fix is identified by a five letter name which is not contained in the GPS airborne database, or if the fix is not named, you must select, from the airborne database, the facility providing the DME for fix make up as the active GPS waypoint.

If you selected the named fix as your active GPS waypoint, you are over the fix when the GPS system indicates you are at the active waypoint.

If you selected the DME providing facility as the active GPS waypoint, you are over the fix when the GPS distance from the active waypoint equals the charted DME value.

**To fly a DME arc:**

You must select, from the airborne database, the facility providing the DME arc as the active GPS waypoint.

Maintain position on the arc by reference to the GPS distance in lieu of a DME readout.

**To navigate to/from an NDB:**

Select terminal CDI sensitivity in accordance with the AFM, Flight Manual Supplement or Approved Operations Manual if in the terminal area.

Select the NDB facility from the airborne database as the active waypoint.

Select and navigate on the appropriate course to/from the waypoint.

**To determine the aircraft position over an NDB:**

Select the NDB facility from the airborne database as the active waypoint.

You are over the NDB when the GPS system indicates you are at the active waypoint.

**To determine the aircraft position over a fix made up of a crossing NDB bearing:**

A fix made up by a crossing NDB bearing will be identified by a five letter fix name. You may select the named fix, from the airborne database, as the active GPS waypoint or you may select, from the airborne database, the NDB facility providing the crossing bearing for fix make up as the active GPS waypoint.

If you selected the named fix as your active GPS waypoint, you are over the fix when the GPS system indicates you are at the waypoint as you fly the prescribed track from the non-GPS navigational source.

If you selected the NDB facility as the active GPS waypoint, you are over the fix when the GPS bearing to the active waypoint is the same as the charted NDB bearing for the fix as you fly the prescribed track from the non-GPS navigational source.

**To hold over an NDB:**

Select terminal CDI sensitivity in accordance with the AFM, Flight Manual Supplement or Approved Operations Manual if in the terminal area.

Select the NDB facility from the airborne database as the active waypoint.

Select non-sequencing mode and the appropriate course in accordance with the AFM, Flight Manual Supplement or Approved Operations Manual.

Hold using the GPS system in accordance with the AFM, Flight Manual Supplement or Approved Operations Manual.

**NOTE-**

*If the NDB is a compass locator charted with a collocated fix of the same name, use of that fix, from the airborne database, as the active waypoint in place of the NDB is authorized.*

**Planning:**

You should plan ahead before using GPS systems as a substitute for ADF or DME. You will have several alternatives in selecting waypoints and system configuration. After you are cleared for the approach is not the time to begin programming your GPS. In the flight planning process you should determine whether you will use the equipment in the automatic sequencing mode or in the non-sequencing mode and select the waypoints you will use.

When you are using your GPS system to supplement other navigational systems, you may need to bring your GPS control panel into your navigation scan to see the GPS information. Some installations will present localizer information on the CDI whenever a localizer frequency is tuned, removing the GPS information from the CDI display.

Good advance planning and intimate knowledge of your navigational systems are vital to safe and successful use of GPS in lieu of ADF and DME.

6/25/98(ATA-100)

# NORTH AMERICAN ROUTES (NAR) for NORTH ATLANTIC

*Amendments effective October 8, 1998*

## EASTBOUND ROUTES COMMON PORTION

Amend routes as follows:

| NAR Designation | Inland Navigation Fix | Route Description | Coastal Fix |
|-----------------|-----------------------|-------------------|-------------|
| N17B            | VITOL                 | DIRECT            | CARAC       |
| N19B            | ALLEX                 | DIRECT            | CARAC       |
| N21B            | VITOL                 | CARAC             | JAROM       |
| N23E            | WHALE                 | LOMPI             | JAROM       |
| N25B            | EBONY                 | LOMPI             | JAROM       |

## WESTBOUND ROUTES COMMON PORTION

Amend routes as follows:

| NAR Designation | Coastal Fix | Route Description | Inland Navigation Fix |
|-----------------|-------------|-------------------|-----------------------|
| N36E            | CARAC       | DIRECT            | VITOL                 |
| N38E            | CARAC       | DIRECT            | WHALE                 |
| N40E            | CARAC       | DIRECT            | KANNI                 |
| N42B            | CARAC       | DIRECT            | BRADD                 |
| N44B            | CARAC       | DIRECT            | TOPPS                 |
| N46E            | JAROM       | LOMPI             | WHALE                 |
| N48E            | JAROM       | LOMPI             | KANNI                 |
| N50E            | JAROM       | LOMPI             | BRADD                 |
| N52E            | JAROM       | LOMPI             | TUSKY                 |
| N54E            | JAROM       | LOMPI             | TOPPS                 |

Add new routes as follows:

| NAR Designation | Coastal Fix | Route Description          | Inland Navigation Fix |
|-----------------|-------------|----------------------------|-----------------------|
| N254A           | VALIE       | ROBBE                      | MOFAT                 |
| N256A           | VALIE       | ROBBE MOFAT YUL            | ALB                   |
| N258A           | VALIE       | ROBBE MOFAT YOW J559       | SYR                   |
| N260A           | VALIE       | ROBBE                      | MT                    |
| N276A           | FOXXE       | SPOTE ROBBE                | MOFAT                 |
| N278A           | FOXXE       | SPOTE ROBBE MOFAT YUL      | ALB                   |
| N280A           | FOXXE       | SPOTE ROBBE MOFAT YOW J559 | SYR                   |
| N282A           | FOXXE       | SPOTE                      | MT                    |

Effective 0901 October 8, 1998

8/20/98 (ATA-100)

# **SPECIAL MILITARY OPERATIONS**



# FORT WINGATE/WHITE SANDS MISSILE RANGE

## FORT WINGATE FAR 91.143

### SPACE OPERATIONS AREA

(EFF: 071200Z thru 071500Z DEC 98)

(EFF: 101200Z thru 101500Z DEC 98)

(EFF: 141200Z thru 141500Z DEC 98)

(EFF: 161200Z thru 161500Z DEC 98)

Pursuant to Section 91.143 of the Federal Aviation Regulations (FAR 91.143), Flight Operations conducted by FAA certificated pilots or conducted in aircraft of U.S. Registry are prohibited within the following:

### FORT WINGATE LAUNCH AREA:

Beginning at Lat. 35°25'51"N., LONG. 108°30'09"W., to LAT. 35°38'46"N., LONG. 108°37'14"W.; to LAT. 35°28'46"N., LONG. 108°37'39"W.; to LAT. 35°21'27"N., LONG. 108°36'58"W.; to the point of beginning. At any altitude from the surface to unlimited.

### BOOSTER DROP AREA:

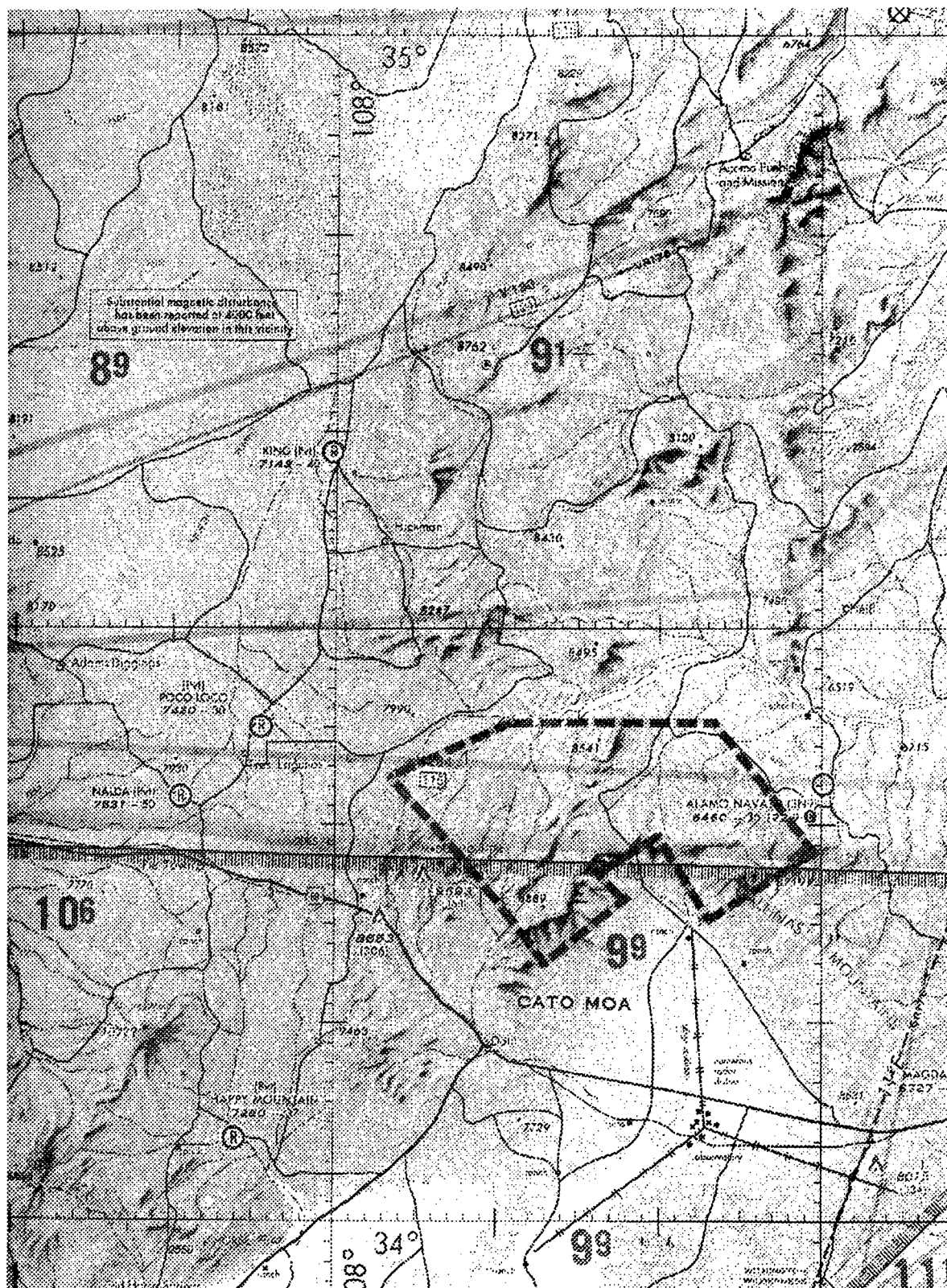
Beginning at Lat. 34°22'30"N., LONG. 107°57'00"W., to LAT. 34°25'00"N., LONG. 107°49'00"W.; to LAT. 34°24'45"N., LONG. 107°37'00"W.; to LAT. 34°18'00"N., LONG. 107°30'00"W.; to LAT. 34°15'08"N., LONG. 107°37'00"W.; to LAT. 34°19'00"N., LONG. 107°40'00"W.; to LAT. 34°15'08"N., LONG. 107°45'20"W.; to LAT. 34°14'52"N., LONG. 107°44'40"W.; to LAT. 34°13'00"N., LONG. 107°48'00"W.; to the point of beginning. At any altitude from surface to unlimited.

Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for these three areas and the corridor below the missile flight path from the launch at Fort Wingate, NM, to ground impact within White Sands Missile Range.

11/12/98 (ASW-530)

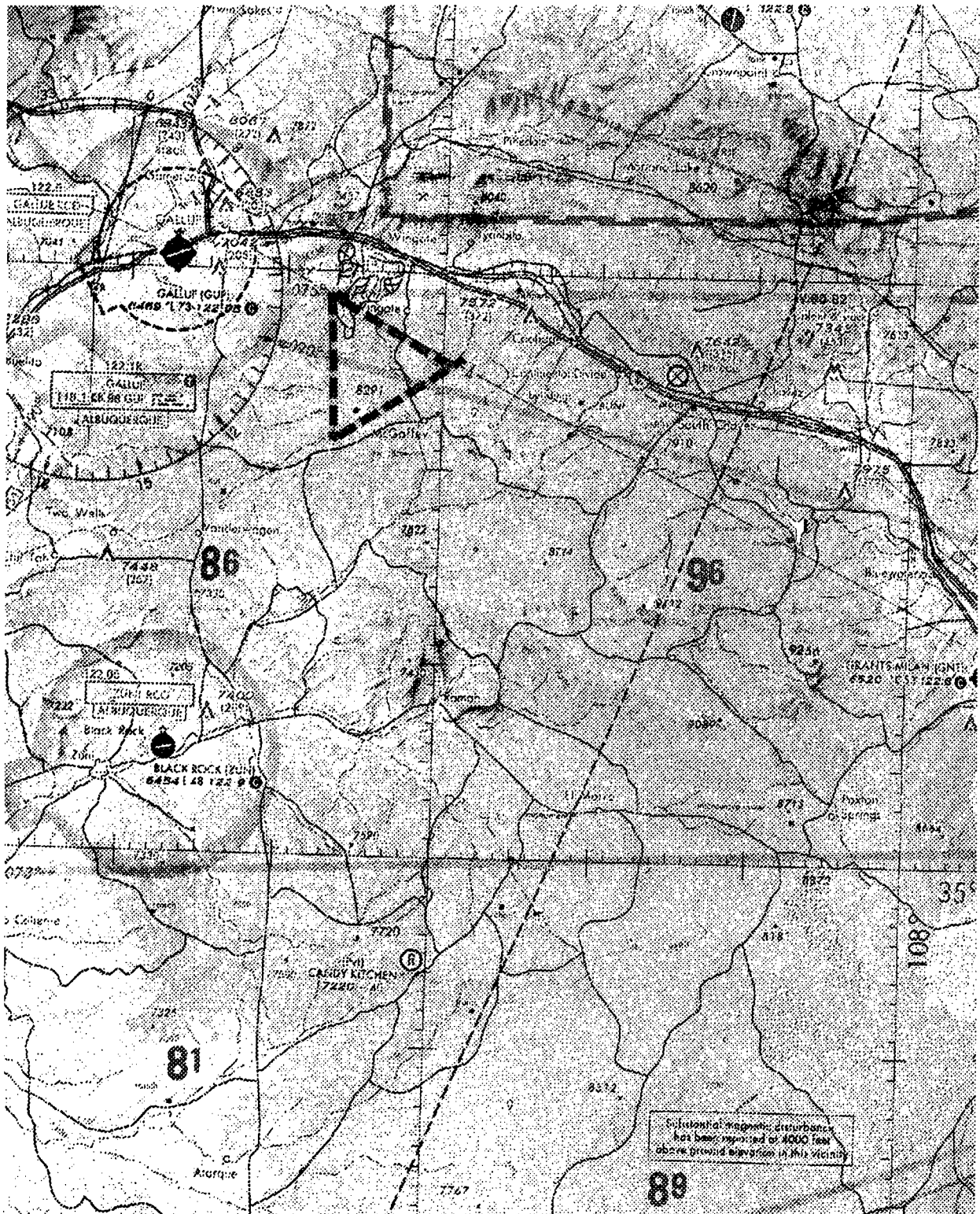


## BOOSTER DROP AREA





## LAUNCH AREA



# WHITE SANDS MISSILE RANGE

## WHITE SANDS MISSILE RANGE FAR 91.143

### SPACE OPERATIONS AREA

(EFF: 071200Z thru 071530Z DEC 98)

(EFF: 101200Z thru 101530Z DEC 98)

(EFF: 141200Z thru 141530Z DEC 98)

(EFF: 161200Z thru 161530Z DEC 98)

Pursuant to Section 91.143 of the Federal Aviation Regulations (FAR 91.143), Flight Operations conducted by FAA certificated pilots or conducted in aircraft of U.S. Registry are prohibited at any altitude from the 100 ft. above AGL to unlimited, within the following:

#### EASTERN AREA:

Beginning at LAT. 32°56N LONG. 106°04W; to LAT. 34°12N LONG. 106°04W; to LAT. 34°12N LONG. 105°44W; to LAT. 33°57N LONG. 105°27W; to LAT. 32°56N to LONG. 105°27W; to point of origin.

EXCLUDING 7.1 NM Radius around airport at LAT. 33°28N LONG. 105°32W from surface to 14,000 FT MSL and 3 NM radius around airport at LAT. 34°07N LONG. 105°40W from surface to 1,500 FT AGL.

This area encompasses R5109A and R5109B

#### NORTHERN AREA:

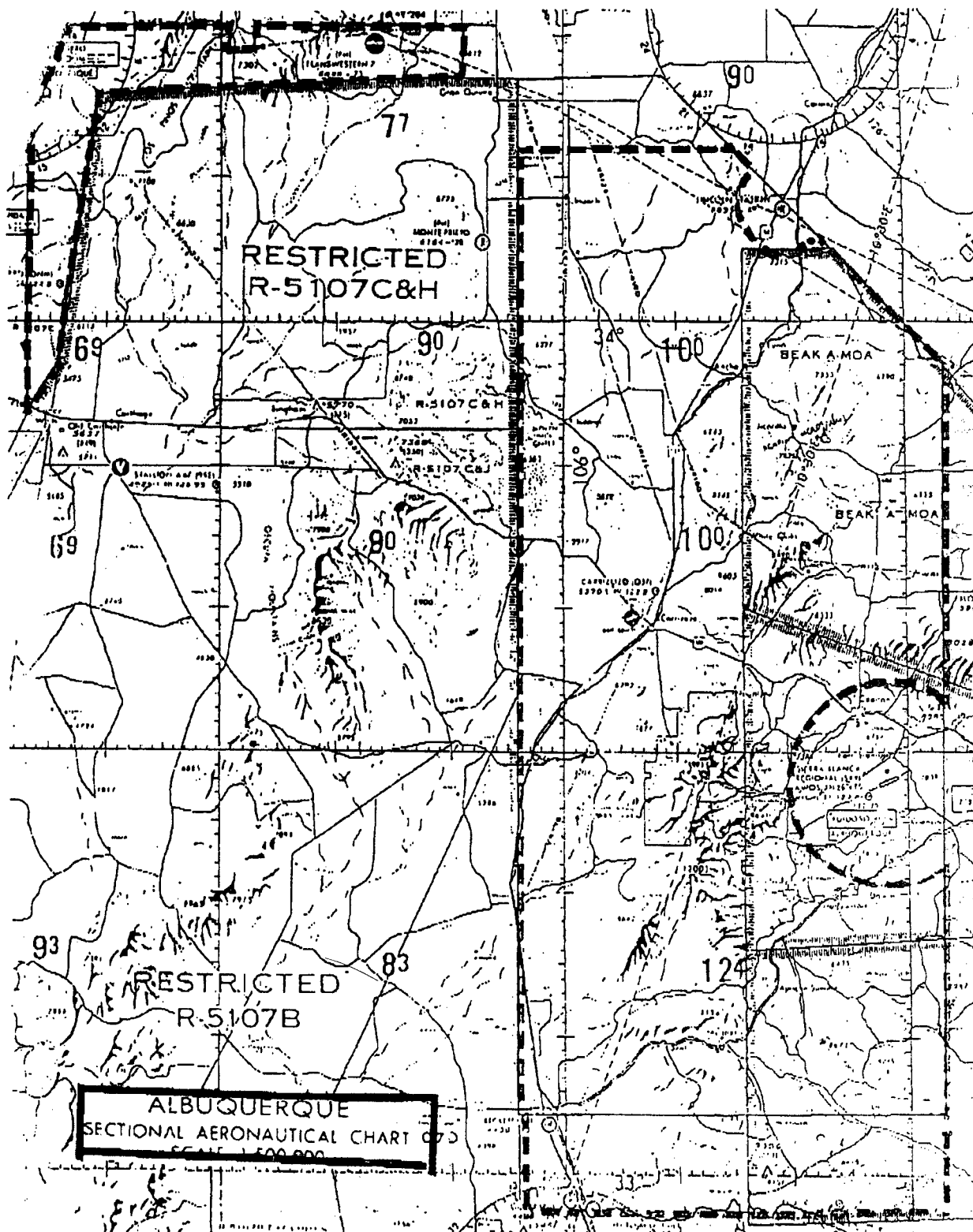
Beginning at LAT. 33°54N LONG. 106°46W; to LAT. 34°05N LONG. 106°47W; to LAT. 34°20N LONG. 106°44W; to LAT. 34°20N LONG. 106°09W; to LAT. 34°17N to LONG. 106°09W; to LAT. 34°15N LONG. 106°40W; to LAT. 33°57N LONG. 106°44W; to point of origin.

Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for this area.

11/12/98 ASW-530)



# WHITE SANDS MISSILE RANGE



# SPECIAL USE AIRSPACE CHANGES

## SHAW AF, South Carolina

Effective October 8, 1998, Restricted Area R-6002, Poinsett-Sumter, SC, is modified by increasing the upper limit to FL 230, and dividing the airspace into three subdivisions (A, B, and C). In addition, a new Poinsett Military Operations Area (MOA), extending from 300 feet AGL to 2,500 feet MSL, is established to the south of R-6002. These changes are described below.

### R-6002A Poinsett-Sumter, SC [New]

**Boundaries.** Beginning at lat. 33°54'25"N., long. 80°24'11"W.; to lat. 33°46'26"N., long. 80°23'11"W.; to lat. 33°44'28"N., long. 80°31'41"W.; to lat. 33°50'14"N., long. 80°31'02"W.; to lat. 33°53'38"N., long. 80°31'02"W.; to the point of beginning.

**Designated altitudes.** Surface to but not including 13,000 feet MSL.

**Time of designation.** 0600-2400 local time Monday-Friday; 0800-1600 local time Saturday; other times by NOTAM at least 8 hours in advance.

**Controlling agency.** FAA, Jacksonville ARTCC.

**Using agency.** U.S. Air Force, 20 FW, Shaw AFB, SC.

### R-6002B, Poinsett-Sumter, SC [New]

**Boundaries.** Beginning at lat. 33°54'25"N., long. 80°24'11"W.; to lat. 33°46'26"N., long. 80°23'11"W.; to lat. 33°44'28"N., long. 80°31'41"W.; to lat. 33°50'14"N., long. 80°31'02"W.; to lat. 33°53'38"N., long. 80°31'02"W.; to the point of beginning.

**Designated altitudes.** 13,000 feet MSL to but not including FL 180.

**Time of designation.** 0600-2400 local time Monday-Friday; 0800-1600 local time Saturday; other times by NOTAM at least 8 hours in advance.

**Controlling agency.** FAA, Jacksonville ARTCC.

**Using agency.** U.S. Air Force, 20 FW, Shaw AFB, SC.

### R-6002C, Poinsett-Sumter, SC [New]

**Boundaries.** Beginning at lat. 33°54'25"N., long. 80°24'11"W.; to lat. 33°46'26"N., long. 80°23'11"W.; to lat. 33°44'28"N., long. 80°31'41"W.; to lat. 33°50'14"N., long. 80°31'02"W.; to lat. 33°53'38"N., long. 80°31'02"W.; to the point of beginning.

**Designated altitudes.** FL 180 to FL 230.

**Time of designation.** 0600-2400 local time Monday-Friday; 0800-1600 local time Saturday; other times by NOTAM at least 8 hours in advance.

**Controlling agency.** FAA, Jacksonville ARTCC.

**Using agency.** U.S. Air Force, 20 FW, Shaw AFB, SC.

### Poinsett MOA, SC [New]

**Boundaries.** Beginning at lat. 33°51'20"N., long. 80°23'48"W.; to lat. 33°37'50"N., long. 80°16'13"W.; thence clockwise via a 23 NM arc centered at Shaw (SSC) TACAN; to lat. 33°37'12"N., long. 80°38'01"W.; to lat. 33°42'08"N., long. 80°35'50"W.; to lat. 33°47'23"N., long. 80°31'22"W.; to lat. 33°44'28"N., long. 80°31'41"W.; to lat. 33°46'26"N., long. 80°23'11"W.; to the point of beginning.

**Altitudes.** 300 feet AGL to 2,500 feet MSL; Excluding the airspace 1,500 feet AGL and below within:

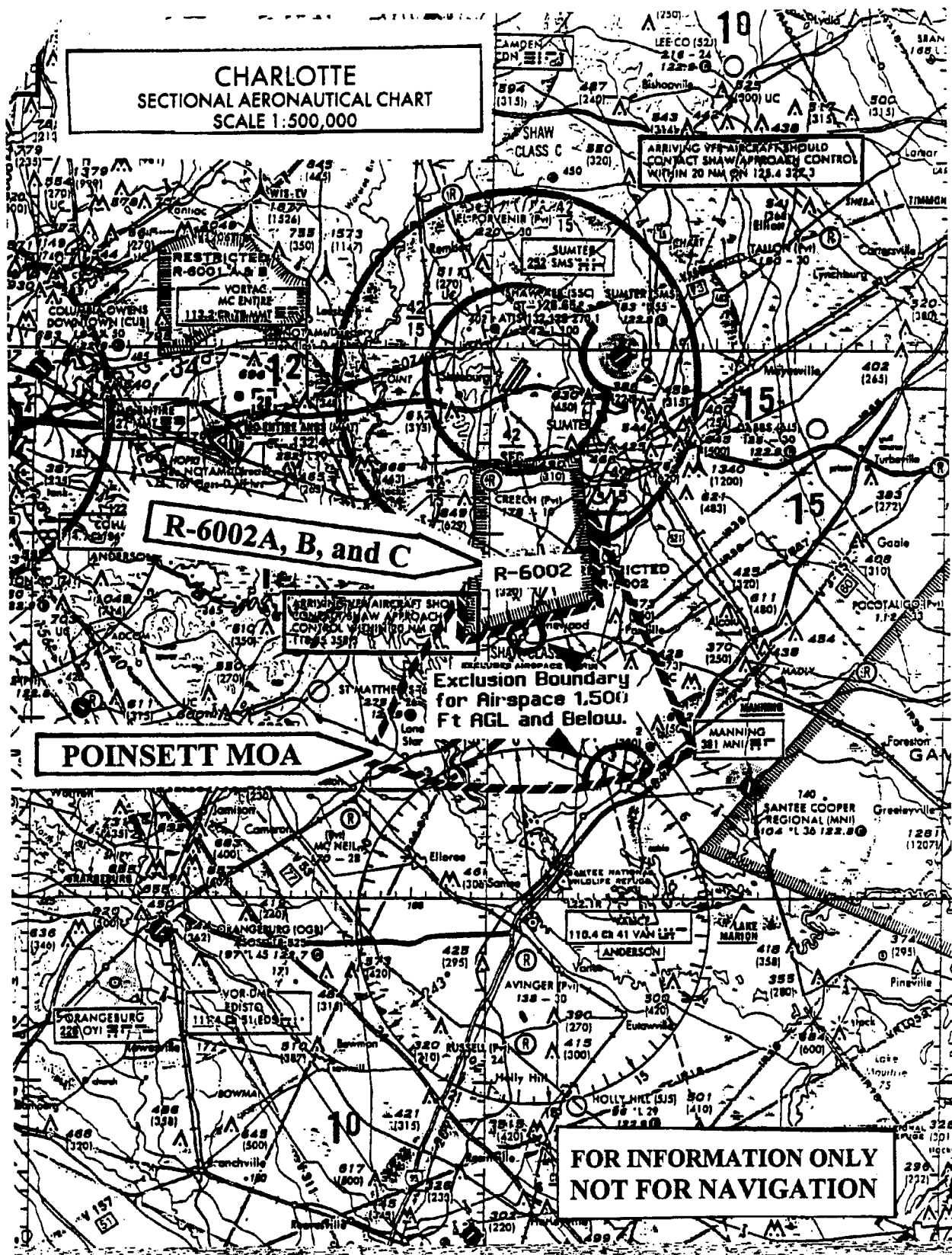
1. A 2 NM ARC centered at lat. 33°36'30"N., long. 80°21'15"W.
2. A 1 NM ARC centered at lat. 33°44'25"N., long. 80°27'50"W.

**Times of use.** 0600-2400 Monday-Friday; 0800-1600 Saturday; other times by NOTAM at least 8 hours in advance.

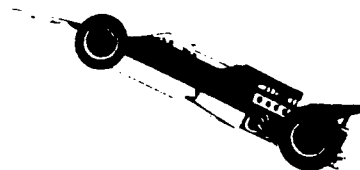
**Controlling agency.** U.S. Air Force, Shaw Approach Control.

**Using agency.** U.S. Air Force, 29FW, Shaw AFB, SC

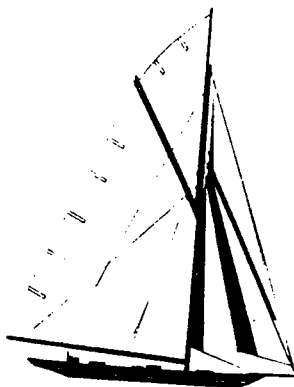
## Restricted Area R-6002







# MAJOR SPORTING and/or ENTERTAINMENT EVENTS







## ASPEN SKI SEASON 1998-1999

### IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)

Aspen-Pitkin County/Sardy Field Airport (ASE)

*STMP eligibility dates*  
*November 25, 1998, through March 31, 1999*  
*By Notice to Airmen (NOTAM)*

In anticipation of the large number of aircraft operating into and out of the Aspen-Pitkin County/Sardy Field Airport during the 1998/1999 ski season, a STMP will be implemented to enhance safety and minimize air traffic delays.

#### **\* \* \* IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM \* \* \***

The Denver Center Traffic Management Unit (TMU) will monitor air traffic into the Aspen-Pitkin County/Sardy Field Airport (ASE) from November 25, 1998, through March 31, 1999, 1400-0200 UTC (0700-1900 MST). When anticipated **weather conditions and/or traffic volumes dictate**, the Aspen Ski Season STMP may be issued up to two (2) days in advance but will be implemented by the evening prior to the affected day(s) for **arrival aircraft only** and a NOTAM issued. Normally, this NOTAM will be issued at or before 2100 MST. Please check with your local Flight Service Station to determine if the Aspen Ski Season STMP is active or not. Scheduled air carrier/air taxi operations, as listed in the Official Airline Guide, are exempt. **Reservations are not required for departures.**

#### **\* \* \* IFR ARRIVALS \* \* \***

After the NOTAM implementing the Aspen Ski Season STMP has been issued, pilots shall contact the Denver Center TMU Computer Voice Reservation System (CVRS) at **1-800-972-1275** for an arrival slot reservation time at the Aspen airport. Be prepared to provide the following information:

**a. ETA at ASE**

**b. Aircraft Identification**

Denver Center TMU CVRS will assign an arrival slot time for each IFR arrival aircraft for the Aspen airport. A CVRS code, which will include the arrival slot time, will be issued to the pilot and must be inserted in the remarks section of the flight plan. **Flights without a CVRS code will be accepted only in emergency situations.**

Pilots are urged to depart so as to arrive within plus or minus ten (10) minutes of their arrival slot reservation time.

Airfiles and/or change of destination to ASE will not be accepted, except for emergency situations.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, can expect extensive airborne delays or a reroute to their alternate destination unless a revised reservation slot is approved by ZDV TMU.

Call cancellations to CVRS 1-800-972-1275.

## \* \* \* IFR FLIGHT PLANS \* \* \*

IFR flights operating into ASE should file an appropriate preferred route between the hours of 1400-0200 UTC (0700-1900 MST) daily.

| To ASE:                   |                        |
|---------------------------|------------------------|
| DVV..DBL..ASE             | RLG.V361/V421.DBL..ASE |
| FQF..DBL..ASE             | NATTI..DBL..ASE        |
| PUB.J28.DBL145R..DBL..ASE | GUILT..DBL..ASE        |
| ALS..DBL..ASE             | PITMN..DBL..ASE        |
| MTJ.V361.DBL..ASE         | TRUEL..DBL..ASE        |
| EKR.V108.DBL..ASE         |                        |

10/2/98 (AMN-530)

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## **EAGLE SKI SEASON 1998-1999**

### **IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)**

**Eagle County Regional Airport (EGE)**

*STMP eligibility dates*

**November 25, 1998, through March 31, 1999**

**By Notice to Airmen (NOTAM)**

In anticipation of the large number of aircraft operating into and out of the Eagle County Regional Airport during the 1998/1999 ski season, a STMP will be implemented to enhance safety and minimize air traffic delays.

#### **\*\*\* IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM \*\*\***

The Denver Center Traffic Management Unit (TMU) will monitor air traffic into the Eagle County Regional (EGE) Airport from November 25, 1998, through March 31, 1999, 1400-0200 UTC (0700-1900 MST). When anticipated **weather conditions and/or traffic volumes dictate**, the Eagle Ski Season STMP may be issued up to two (2) days in advance but will be implemented the evening prior to the affected day(s) for **arrival aircraft only** and a NOTAM issued. Normally, this NOTAM will be issued at or before 2100 MST. Please check with your local Flight Service Station to determine if the Eagle Ski Season STMP is active or not. Scheduled air carrier/air taxi operations, as listed in the Official Airline Guide, are exempt. **Reservations are not required for departures.**

#### **\*\*\* IFR ARRIVALS \*\*\***

After the NOTAM implementing the Eagle Ski Season STMP has been issued, pilots shall contact the Denver Center TMU Computer Voice Reservation System (CVRS) at **1-800-972-1275** for an arrival slot reservation time at the Eagle airport. Be prepared to provide the following information:

**a. ETA at EGE**

**b. Aircraft Identification**

Denver Center TMU CVRS will assign an arrival slot time for each IFR arrival aircraft for the Eagle airport. A CVRS code, which will include arrival slot time, will be issued to the pilot and must be inserted in the remarks section of the flight plan. **Flights without a CVRS code will be accepted only in emergency situations.**

Pilots are urged to depart so as to arrive within plus or minus ten (10) minutes of their arrival slot reservation time.

Airfiles and/or change of destination to EGE will not be accepted, except for emergency situations.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, can expect extensive airborne delays or a reroute to their alternate destination unless a revised reservation slot is approved by ZDV TMU.

Call cancellations to CVRS 1-800-972-1275.

**\* \* \* IFR FLIGHT PLANS \* \* \***

IFR flights operating into EGE should file an appropriate preferred route between the hours of 1400-0200 UTC (0700-1900 MST) daily.

|                    |
|--------------------|
| <b>To EGE:</b>     |
| RLG..EGE           |
| DVV..RLG..EGE      |
| HBU..RIL..RLG..EGE |
| JNC..RLG..EGE      |
| EKR..RLG..EGE      |

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# **RIFLE SKI SEASON 1998-1999**

## **IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)**

**Rifle/Garfield County Regional (RIL)**  
**Rifle, Colorado**

*STMP eligibility dates*  
**November 25, 1998, through March 31, 1999**  
**By Notice to Airmen (NOTAM)**

In anticipation of the large number of aircraft operating into and out of the Rifle/Garfield County Regional Airport during the 1998/1999 ski season, a STMP will be implemented to enhance safety and minimize air traffic delays.

### **\* \* \* IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM \* \* \***

The Denver Center Traffic Management Unit (TMU) will monitor air traffic into the Rifle/Garfield County (RIL) Airport from November 25, 1998, through March 31, 1999, 1400-0200 UTC (0700-1900 MST). When anticipated **weather conditions and/or traffic volumes dictate**, the Rifle Ski Season STMP may be issued up to two (2) days in advance but will be implemented by the evening prior to the affected day(s) for **arrival aircraft only** and a NOTAM issued. Normally, this NOTAM will be issued at or before 2100 MST. Please check with your local Flight Service Station to determine if the Rifle Ski Season STMP is active or not. Scheduled air carrier/air taxi operations, as listed in the Official Airline Guide, are exempt. **Reservations are not required for departures.**

### **\* \* \* IFR ARRIVALS \* \* \***

After the NOTAM implementing the Rifle Ski Season STMP has been issued, pilots shall contact the Denver Center TMU Computer Voice Reservation System (CVRS) at **1-800-972-1275** for an arrival slot reservation time at the Rifle airport. Be prepared to provide the following information:

**a. ETA at RIL**

**b. Aircraft Identification**

Denver Center TMU CVRS will assign an arrival slot time for each IFR arrival aircraft for the Rifle airport. A CVRS code, which will include arrival slot time, will be issued to the pilot and must be inserted in the remarks section of the flight plan. **Flights without a CVRS code will be accepted only in emergency situations.**

Pilots are urged to depart so as to arrive within plus or minus ten (10) minutes of their arrival slot reservation time.

Airfiles and/or change of destination to RIL will not be accepted, except for emergency situations.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, can expect extensive airborne delays or a reroute to their alternate destination unless a revised reservation slot is approved by ZDV TMU.

Call cancellations to CVRS 1-800-972-1275.

**\* \* \* IFR FLIGHT PLANS \* \* \***

IFR flights operating into RIL should file an appropriate preferred route between the hours of 1400-0200 UTC (0700-1900 MST) daily.

|                |
|----------------|
| <b>To RIL:</b> |
| DVV..DBL..RIL  |
| FQF..DBL..RIL  |

10/2/98 (AMN-530)



# Sun Valley Area Holiday Ski Traffic

## IFR Special Traffic Management Program

Twin Falls, Idaho, Airport (TWF)

Sun Valley, Idaho, Airport (SUN)

**EFFECTIVE: December 23, 1998 through January 3, 1999; and February 12-15, 1999**

In anticipation of a large number of aircraft operating into the Twin Falls and Sun Valley, Idaho, area during the Christmas, and Presidents' Day holiday ski season, the following procedure will be used to enhance safety and minimize air traffic delays in this non-radar environment.

### \*\*\* IFR ARRIVALS \*\*\*

Special Traffic Management Programs will be in effect daily, 0800-1801 MST (1500-0101 UTC) Salt Lake City Center will assign an arrival slot time for each IFR flight arriving at TWF and SUN airports for IFR departures within the Seattle, Oakland, Los Angeles, Denver, Minneapolis, and Salt Lake City Center Flight Advisory Areas. (Scheduled Air Carrier/Air Taxi operations are exempt.)

### \*\*\* TRAFFIC MANAGEMENT PROGRAM \*\*\*

Arrival slot times may be obtained up to 72 hours prior to the implementation of the program by:

- a. Contacting the servicing FSS/ARTCC or
- b. Contacting the Salt Lake City Traffic Management Unit at (801) 320-2565.

Be prepared to provide the following information:

- a. Date of arrival.
- b. Arrival airport.
- c. Requested time of arrival.
- d. Aircraft identification.
- e. Departure airport.
- f. ETA.

The Salt Lake City ARTCC will provide the requesting individual with an arrival number consisting of the following S (SUN) or T (TWF), ETA, and issuer's initials. *example (S1550PJ)*

FSS's should inform pilots that the traffic management program is in effect for arrivals to TWF and SUN airports. FSS's should contact their respective ARTCC or Salt Lake City ARTCC TMU to obtain the arrival slot time.

11/9/98 (AMN-530)

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# **SUPER BOWL XXXIII PRO PLAYER STADIUM**

## **TEMPORARY CONTROL TOWER**

**Miami, Florida**

**January 30 through January 31, 1999**

In anticipation of increased air traffic in the vicinity of Pro Player Stadium in conjunction with the Super Bowl XXXIII football game, the Federal Aviation Administration will operate a temporary control tower at Pro Player Stadium, Miami, Florida. Special Procedures will be implemented to enhance safety and minimize delays.

### **GENERAL**

Super Bowl Tower area of jurisdiction is an area within a one-mile radius of Pro Player Stadium, from the surface up to but not including 2000' MSL. Pilots planning to operate within the Super Bowl Tower area of jurisdiction must attend at least one Federal Aviation Administration briefing and become signatory to a letter of agreement. These briefings will be conducted at Pro Player Stadium, 2269 NW 199<sup>th</sup> Street, Miami, Florida. Briefings will be conducted at 7:00 p.m. on Tuesdays January 12<sup>th</sup>, 19<sup>th</sup>, and 26<sup>th</sup>, 1999. Use Gate C entrance for directions to meeting rooms.

### **SUPER BOWL TOWER HOURS OF OPERATION**

| <b>DATE</b>      | <b>HOURS OF OPERATION</b> |
|------------------|---------------------------|
| January 30, 1999 | 1000 – 2200 Local         |
| January 31, 1999 | 1000 – 2400 Local         |

### **FREQUENCIES**

|                   |       |
|-------------------|-------|
| Super Bowl Tower  | 134.3 |
| North Perry Tower | 132.1 |
| Opa-Locka tower   | 120.7 |

### **ALTITUDES**

|                     |           |
|---------------------|-----------|
| Helicopters         | 700' MSL  |
| Banner Tow Aircraft | 1200' MSL |
| Airships            | 1700' MSL |

### **ENTRY/EXIT POINTS**

|         |  |
|---------|--|
| Point A | Florida Turnpike / University Drive    |
| Point B | Florida Turnpike / County Line Road    |
| Point C | Florida Turnpike / Miami Gardens Drive |
| Point D | University Drive / Miami Gardens Drive |
| Point E | University Drive / Snake Creek Canal   |

### **ROUTINGS**

#### **BANNER TOW AIRCRAFT**

Enter over Point "B" or Point "C", fly counter-clockwise pattern over Snake Creek Canal, west of University Drive, south of NW 199<sup>th</sup> Street and stadium parking lot on south side of street, and over the Florida Turnpike. Exit over Snake Creek Canal to Point "E" then direct to Point "D" or Point "A" as directed.

#### **AIRSHIPS**

Enter as instructed. Exit over Miami Gardens Drive or County Line Road.



**SPECIAL ACTIVITIES HELICOPTERS**

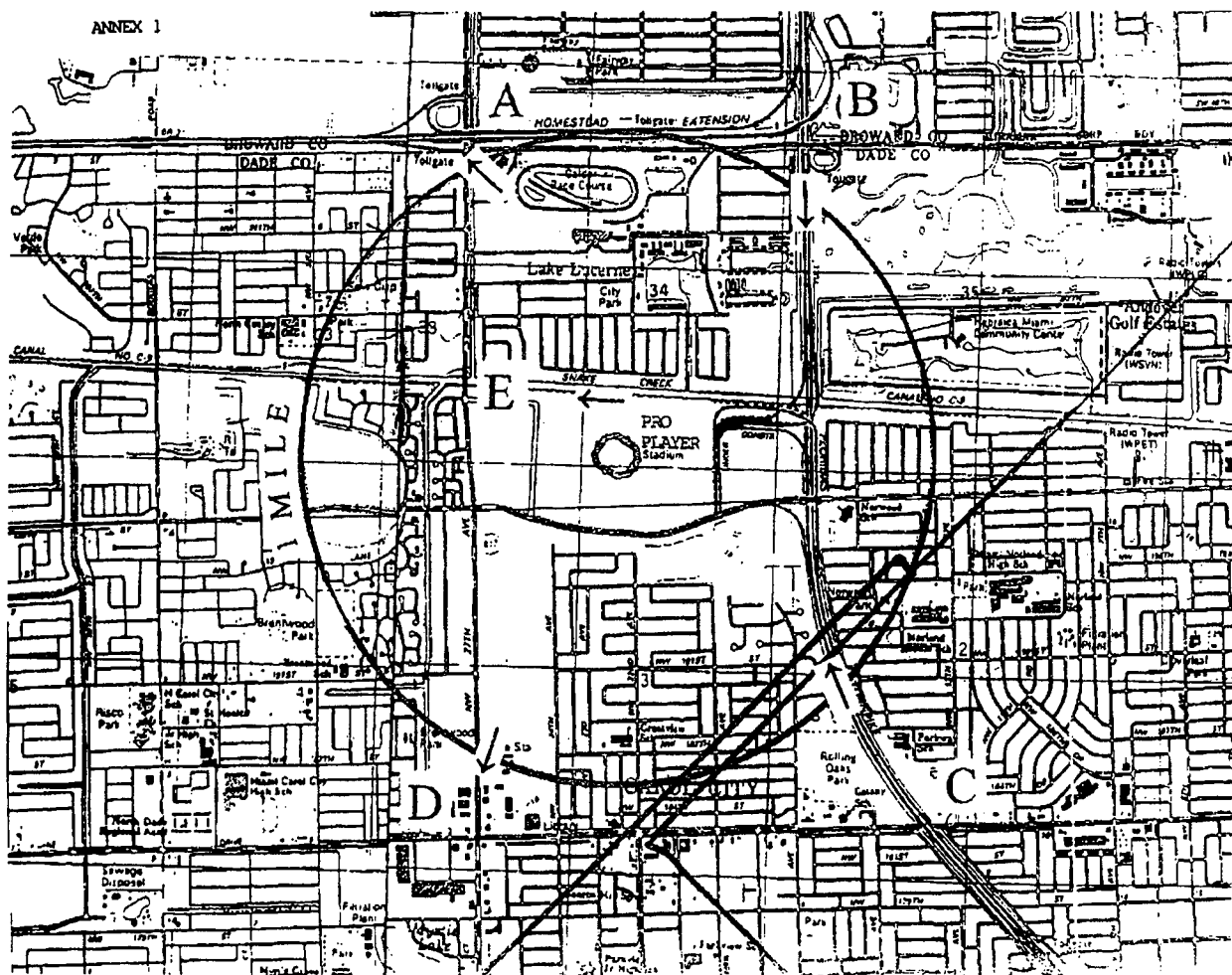
Enter over Point 'B' or Point 'C'; fly a counter-clockwise pattern outside of the perimeter of the Pro Player Stadium parking lot. Exit over Snake Creek Canal to Point 'E' then direct to Point 'D' or Point 'A' as directed.

**SHUTTLE HELICOPTERS**

Enter over Point 'B' or Point 'C', fly over the Florida Turnpike and Snake Creek Canal to helistop. **DO NOT FLY OVER THE CYLINDER OF PRO PLAYER STADIUM.** Depart the helistop, fly over Snake Creek Canal to Point 'E' then direct to Point 'D' or Point 'A' as directed. **DO NOT FLY OVER THE CYLINDER OF PRO PLAYER STADIUM.**

**TRAFFIC MANAGEMENT**

The number of banner tow aircraft, airships, and helicopters authorized to operate within the Super Bowl Tower area of jurisdiction may be limited by air traffic control. The time spent within this area may also be limited.

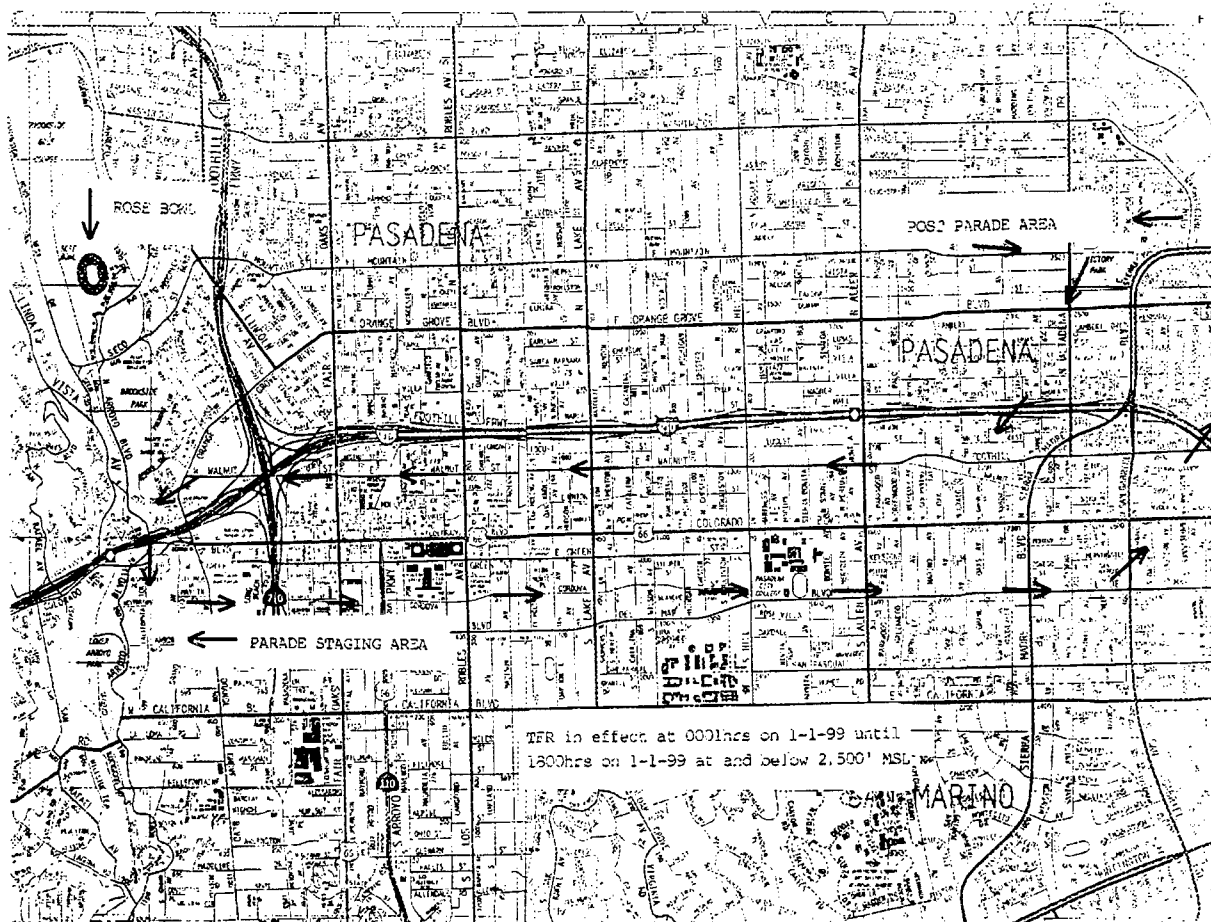


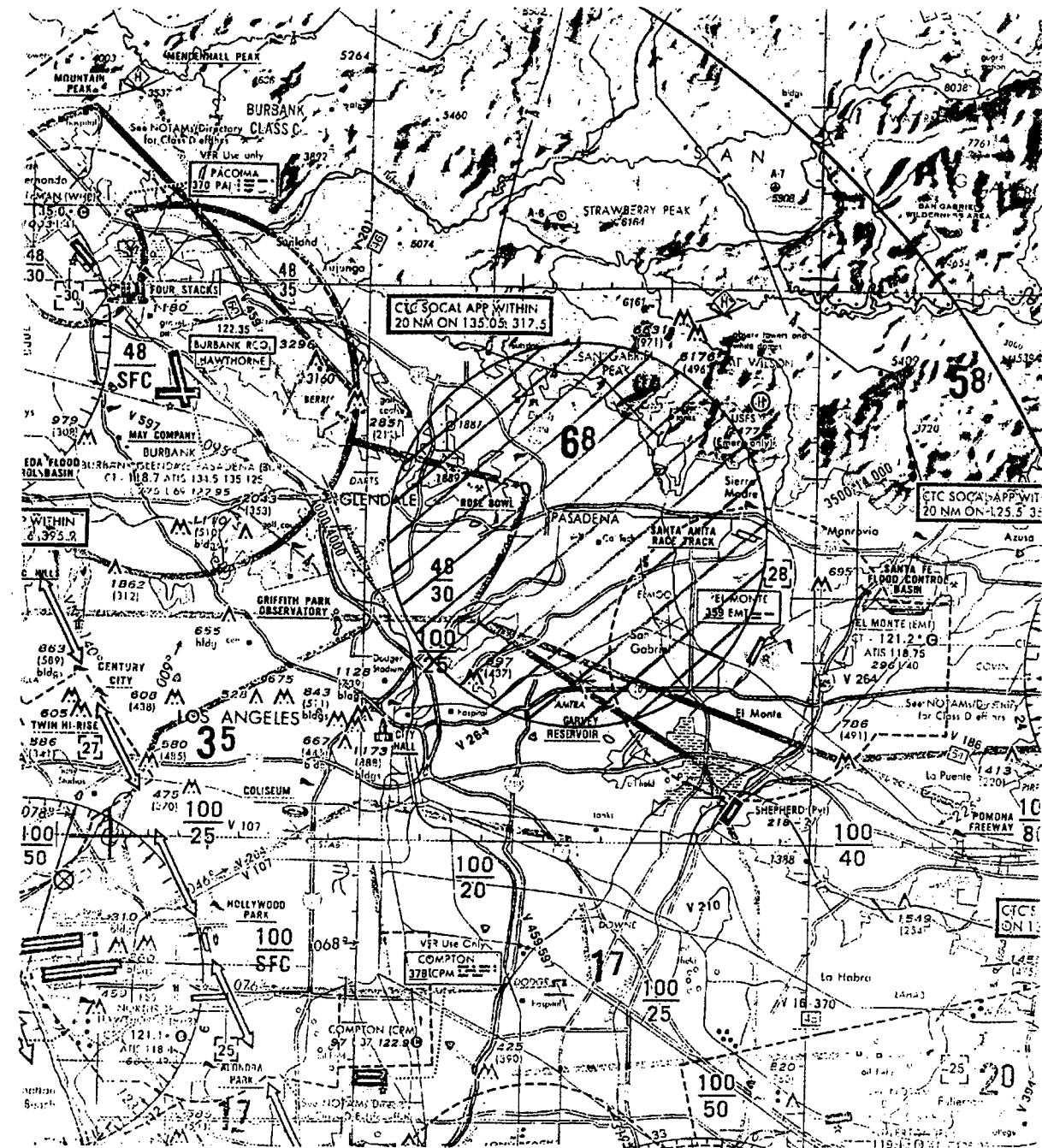
11/9/98 (ASO-530)

**JANUARY 1, 1999**

**Pasadena, California (Rose Bowl/Parade Route).**

For further information regarding access to this area, please contact Pasadena Police Department, Lt. Tom Oldfield or Don Forster, at (626) 744-4625.





**DAYTONA 500**  
**SPECIAL TRAFFIC MANAGEMENT PROGRAM**  
**DAYTONA BEACH, FLORIDA**  
*(February 10 through February 14, 1999)*

In anticipation of a large number of aircraft traveling to and from the Daytona Beach area during the DAYTONA 500 RACE week, the following procedures will be used to enhance safety and minimize air traffic delays.

**→ → TRAFFIC MANAGEMENT PROGRAM → →**

A special traffic management program for arrivals will be in effect February 10, 1999 through February 14, 1999 during the following times:

| <i>Date</i>             | <i>From</i>           | <i>Through</i>        |
|-------------------------|-----------------------|-----------------------|
| February 10, 1999 ..... | 1500 UTC (1000 Local) | 2300 UTC (1800 Local) |
| February 11, 1999 ..... | 1100 UTC (0600 Local) | 2300 UTC (1800 Local) |
| February 12, 1999 ..... | 1500 UTC (1000 Local) | 2300 UTC (1800 Local) |
| February 13, 1999 ..... | 1300 UTC (0800 Local) | 2300 UTC (1800 Local) |
| February 14, 1999 ..... | 1100 UTC (0600 Local) | 1800 UTC (1300 Local) |

**→ → DAYTONA BEACH AREA → →**

For the purpose of this special traffic management program, the Daytona Beach area includes the following airports:

| <i>Airport</i>                    | <i>Identifier</i> |
|-----------------------------------|-------------------|
| Daytona Beach International ..... | DAB               |
| Ormond Beach .....                | OMN               |
| Deland .....                      | DED               |
| New Smyrna .....                  | EVB               |
| Flagler County .....              | X47               |
| Spruce Creek .....                | 44J               |

Jacksonville Center will assign an Estimated Time of Arrival (ETA) slot time for unscheduled IFR flights arriving the Daytona Beach area during the dates and times listed above.

ETA slot times can be obtained by pilots or Flight Service Stations starting Monday, February 8, 1999 at 0700 AM, by contacting the Jacksonville Center Traffic Management Unit at the following numbers:

**(904) 549-1471 or (904) 549-1472**

Request for slot times will not be accepted between 0400 and 1100 UTC.

Be prepared to provide the following information:

1. Estimated Time of Arrival (ETA)
2. Destination airport.
3. Aircraft call sign.

An ETA slot time will be issued and should be inserted in the remarks section of the flight plan. Flights without an approved ETA slot time will only be accepted in emergency situations.

Adherence to ETA's should be within FIVE (5) minutes before to FIVE (5) minutes after the approved time. If this window cannot be complied with, contact Jacksonville Center for a new ETA slot time assignment.

Airfiles and change of destination from airborne flights to DAB, OMN, DED, EVB, X47 and 44J will not be accepted except for emergency situations while this program is in effect.

→ → ATIS → →

Monitor Daytona Beach International ATIS on 120.05 Mhz prior to initial contact inbound and engine start-up outbound.

→ → VFR ARRIVALS → →

**Daytona Class C Airspace**

Pilot participation in the Class C Airspace Area is required and will be provided to aircraft landing at airports within the lateral limits of the Daytona Beach Class C Airspace. Contact Daytona Beach Approach Control at least twenty (20) miles from Daytona Beach International Airport. Pilots are requested to remain clear of Class C Airspace until clearance is received to proceed inbound. Three Visual Check Points on the Jacksonville Sectional Chart will be used as necessary for VFR hoding points. They are the New Smyrna Airport, High Bridge and Lake Disston.

VFR arriving aircraft are requested to cancel their flight plans with Flight Service prior to landing.

| Frequencies             |                  |
|-------------------------|------------------|
| 122.4 MHz .....         | Transmit/Receive |
| 122.1 MHz .....         | Transmit         |
| OMN VOR 112.6 MHz ..... | Receive          |

→ → DAYTONA INTERNATIONAL SPEEDWAY ADVISORY → →

Continuous aircraft operations over the Daytona International Speedway will be permitted with prior approval. Approval may be obtained from the Daytona Beach International Airport Traffic Control Tower, telephone (904) 226-3900.

→ → CAUTION NUMEROUS AERIAL DEMONSTRATIONS → →

Aerial demonstrations may include parachute jumping, banner towing, helicopter operations, hot air balloons, military fly-bys and blimps.

→ → WARNING AREA AND RESTRICTED AREA ADVISORY → →

**R2906, R2907A/B, R2910, W158A**

Pilots should be aware of the existence of warning/restricted area airspace to the east, south, west and northwest of Daytona Beach. Penetration of warning/restricted area airspace without authorization from the using or controlling agency may be extremely hazardous.

*Note: Pilots are urged to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight.*

→ → SPECIAL RACE DAY DEPARTURE PROCEDURES → →

Pilots are requested NOT to file the ROYES THREE DEPARTURE. Expect vectors to filed route.

ALL AIRCRAFT must depart with Class C service. Monitor ATIS on 120.05 Mhz prior to taxi. Detailed departure procedures will be available at all FBO's or may be accessed through the Daytona Beach International Airport web site at the following address: <http://www.volusia.org/airport/notam/htm>

**→ → DEPARTURE INSTRUCTIONS → →**

1. Taxi to the nearest exit spot (see airport diagram) and monitor appropriate ground control frequency as indicated on sign.
2. When you are number one (1) at the exit spot, you will be contacted by ground control. Advise ground control of the aircraft call sign, destination, if IFR or VFR and current ATIS code.
3. Taxi as instructed. Expect to depart from runway end unless otherwise advised. Monitor clearance delivery when instructed by ground control.
4. *Monitor* Tower frequency when instructed by clearance delivery.
5. Tower will consider aircraft ready for departure when number one (1) for assigned runway.

*Note:* Aircraft equipped with anticollision lights should exercise courtesy while taxiing.

**→ → DEPARTURE INSTRUCTIONS - HELICOPTERS ONLY → →**

1. Contact clearance delivery on 119.3 Mhz. Advise clearance delivery of your aircraft call sign, type aircraft, destination, if IFR or VFR and current ATIS code.
2. Contact tower on 120.7 Mhz.

**AIRCRAFT THAT CAN UTILIZE RUNWAY 7R/25L MAY INCUR LESS DELAY IF  
PARKED ADJACENT TO SPOT "J" or SPOT "S"**

**DEVIATING FROM THE ABOVE PROCEDURES MAY RESULT IN  
INCREASED DEPARTURE DELAYS**

FAA vehicles will be in communication with the tower to assist pilots in complying with these procedures.

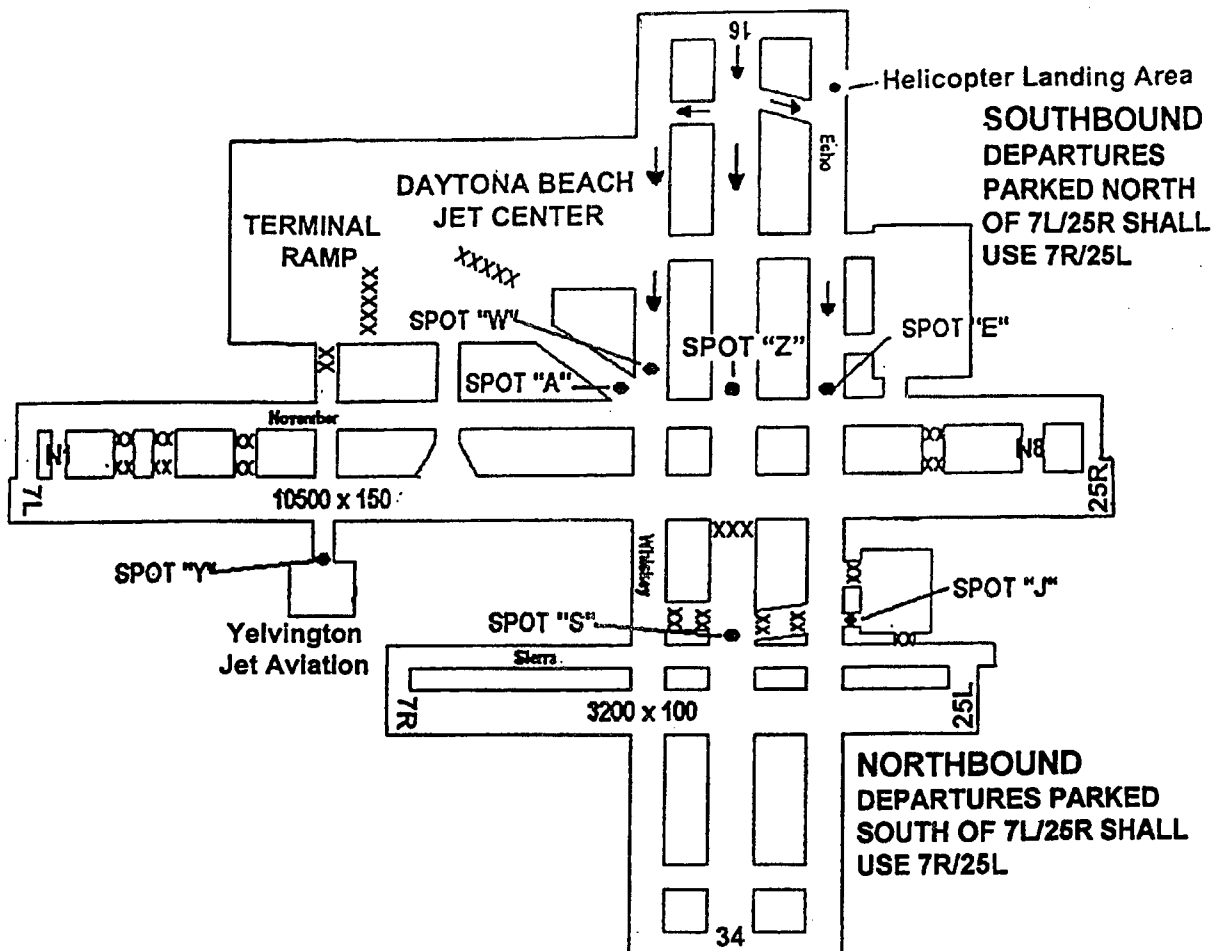
**FUEL ADVISORY**

Due to special ATC departure procedures following the DAYTONA 500, departures can expect to be held to altitudes lower than requested. Higher altitudes can be anticipated as traffic permits.

→ → → → →

11/10/98 (ASO-530)

**DAYTONA BEACH INTERNATIONAL AIRPORT  
RACE DAY DEPARTURE TAXI CHART**

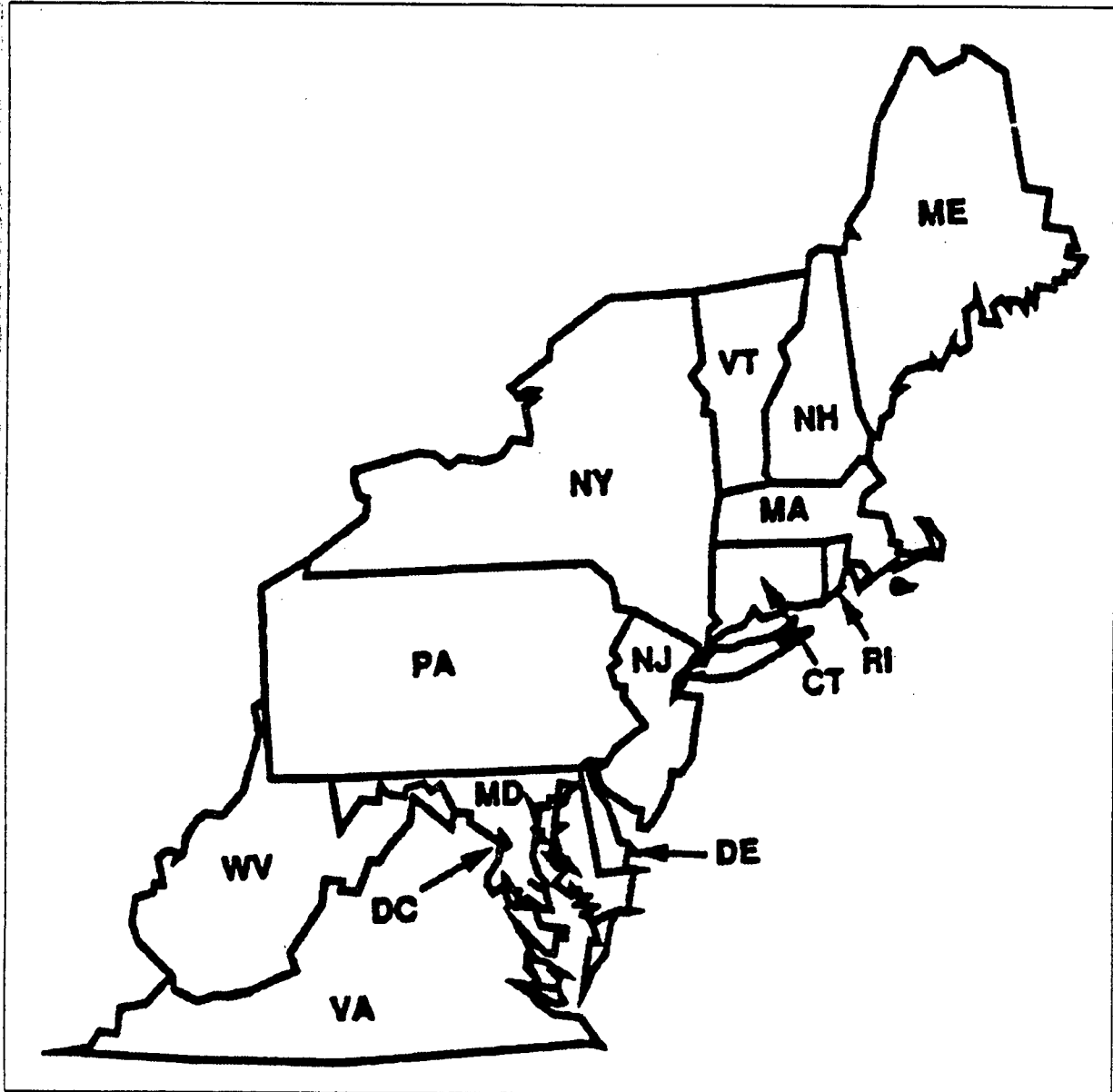


| MONITOR GROUND CONTROL FREQUENCIES |               |
|------------------------------------|---------------|
| SPOT "A", "E", "Z", "W", "Y"       | SPOT "S", "J" |
| 121.9                              | 124.25        |





# NORTHEAST UNITED STATES





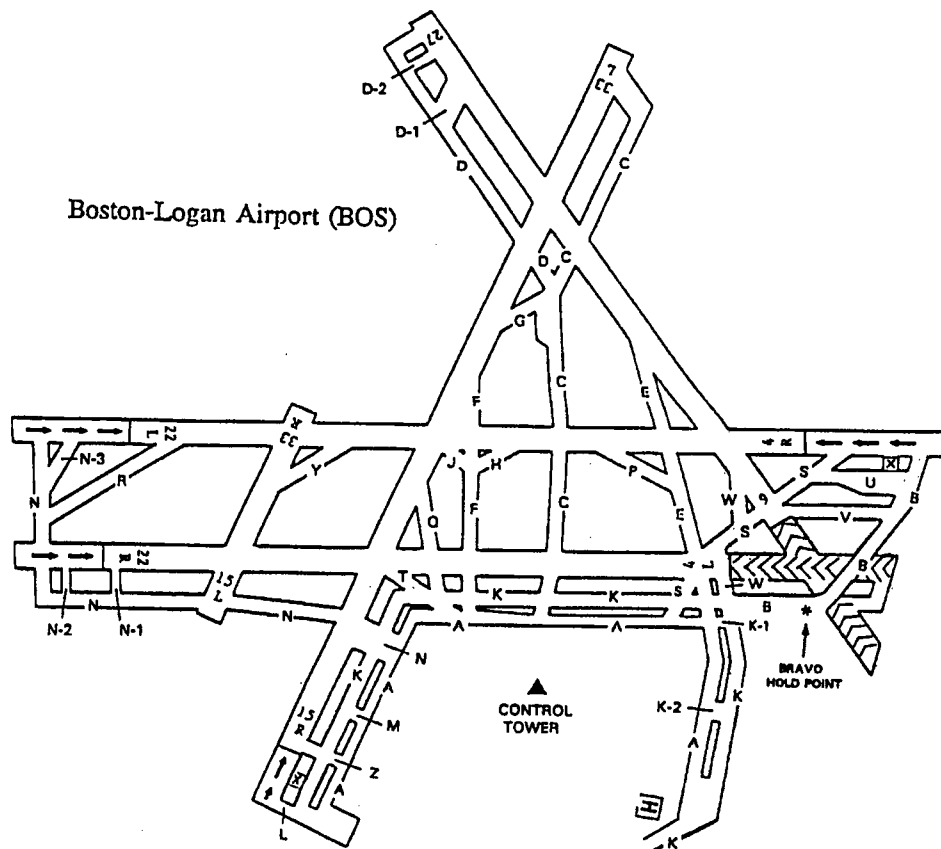
# BOSTON-LOGAN INTERNATIONAL AIRPORT

## Preferred Taxi Routes at Boston-Logan Airport (BOS)

The list below shows the preferred taxi routes for Boston-Logan International Airport (BOS). These routes have been published to aid flight crews in their pre-taxi planning.

Unless airfield circumstances require otherwise, outbound aircraft can expect to be taxied to the departure runway via the taxi route indicated below:

| RUNWAY     | TAXI ROUTE   |
|------------|--|
| 22R        | 'K' and 'N' Taxiways.  |
| 22L        | 'K' and 'N' Taxiways, with a restriction to hold short of Runway 22R.                          |
| 4L         | 'K' Taxiway  |
| 4R         | 'K' Taxiway to the Bravo Hold Point, thence expect further clearance via Taxiway 'B'.          |
| 9          | 'K' Taxiway to the Bravo Hold Point, thence expect further clearance via 'B' and 'V' Taxiways. |
| 15R        | 'K' Taxiway.   |
| 27         | 'K', 'C' and 'D' Taxiways, with a restriction to hold short of Runway 33L.                     |
| 33L        | 'K' and 'C' Taxiways, with a restriction to hold short of Runway 27.                           |
| 33L at 'G' | 'K', 'C' and 'G' Taxiways (this intersection is not authorized for jet aircraft).              |



# PITTSBURGH TOWER STANDARD TAXI ROUTES

Pittsburgh, Pennsylvania

(Effective: June 18, 1998)

On June 18, 1998, Pittsburgh Tower will institute standardized taxi routes to all runways for departure aircraft. The route will be issued by Ground Control as: "TAXI TO RUNWAY (Runway ID), VIA STANDARD TAXI ROUTING (and, if appropriate, specific taxi routing)."

TAXI ROUTE DEPARTURE: Follow the route corresponding with the exit point from the ramp. Route will indicate initial taxiway beginning from that used to depart the ramp.

## START POINTS:

### If Aircraft Originates From:

C1, C2, C3, C4, Y North

V1, V2, V3, V4, V5, V6

D1, D2, W, D3, Y South\*

### Follow Route For:

NORTH RAMP

EAST RAMP

SOUTH RAMP

\* Aircraft departing from Yankee South join routing at Echo and taxi according to South Ramp procedures.

| <i>To Runway 28R</i> |  |
|----------------------|--|
| START POINT          | ROUTING  |
| North Ramp           | Charlie Bravo 1 (hold short of Bravo)                            |
| East Ramp            | Cross Victor, Tango, Charlie, Bravo 1 (hold short of Bravo)      |
| South Ramp           | Cross Delta, Echo, Tango, Charlie, Bravo 1 (hold short of Bravo) |

| <i>To Runway 28L/Papa Intersection</i> |  |
|--|--|
| START POINT                            | ROUTING  |
| North Ramp                             | Charlie, Victor, Foxtrot (hold short of Papa)            |
| East Ramp                              | Victor, Foxtrot (hold short of Papa)                     |
| South Ramp "Victor"                    | Cross Delta, Echo, Victor, Foxtrot (hold short of Papa)  |
| South Ramp "Whiskey"                   | Cross Delta, Echo, Whiskey, Foxtrot (hold short of Papa) |

| <i>To Runway 28C</i>  |   |
|-----------------------|---|
| START POINT           | ROUTING   |
| North Ramp "Echo"     | Charlie, Victor, Echo                             |
| North Ramp "November" | Charlie, November, Echo                           |
| East Ramp "Echo"      | Victor, Echo                                      |
| East Ramp "November"  | Cross Victor, Tango, Charlie, November, Echo      |
| South Ramp "Echo"     | Cross Delta, Echo                                 |
| South Ramp "November" | Cross Delta, Echo, Tango, Charlie, November, Echo |

| <i>To Runway 10C</i> |   |
|----------------------|---|
| START POINT          | ROUTING                                       |
| North Ramp           | Charlie, Victor, Echo (hold short of Whiskey) |
| East Ramp            | Victor, Echo (hold short of Whiskey)          |
| South Ramp           | Cross Delta, Echo (hold short of Whiskey)     |

| <i>To Runway 14</i>   |  |
|-----------------------|--|
| START POINT           | ROUTING                                |
| North Ramp "Echo"     | Charlie, Victor, Echo, Sierra          |
| North Ramp "November" | Charlie, November                      |
| East Ramp "Echo"      | Victor, Echo, Sierra                   |
| East Ramp "November"  | Cross Victor, Tango, Charlie, November |
| South Ramp "Echo"     | Delta, Victor, Echo, Sierra            |
| South Ramp "November" | Delta, Tango, Charlie, November        |

| <i>To Runway 10R</i> |                                     |
|----------------------|-------------------------------------|
| START POINT          | ROUTING                             |
| North Ramp           | Charlie, Victor, Foxtrot            |
| East Ramp            | Victor, Foxtrot                     |
| South Ramp           | Cross Delta, Echo, Whiskey, Foxtrot |

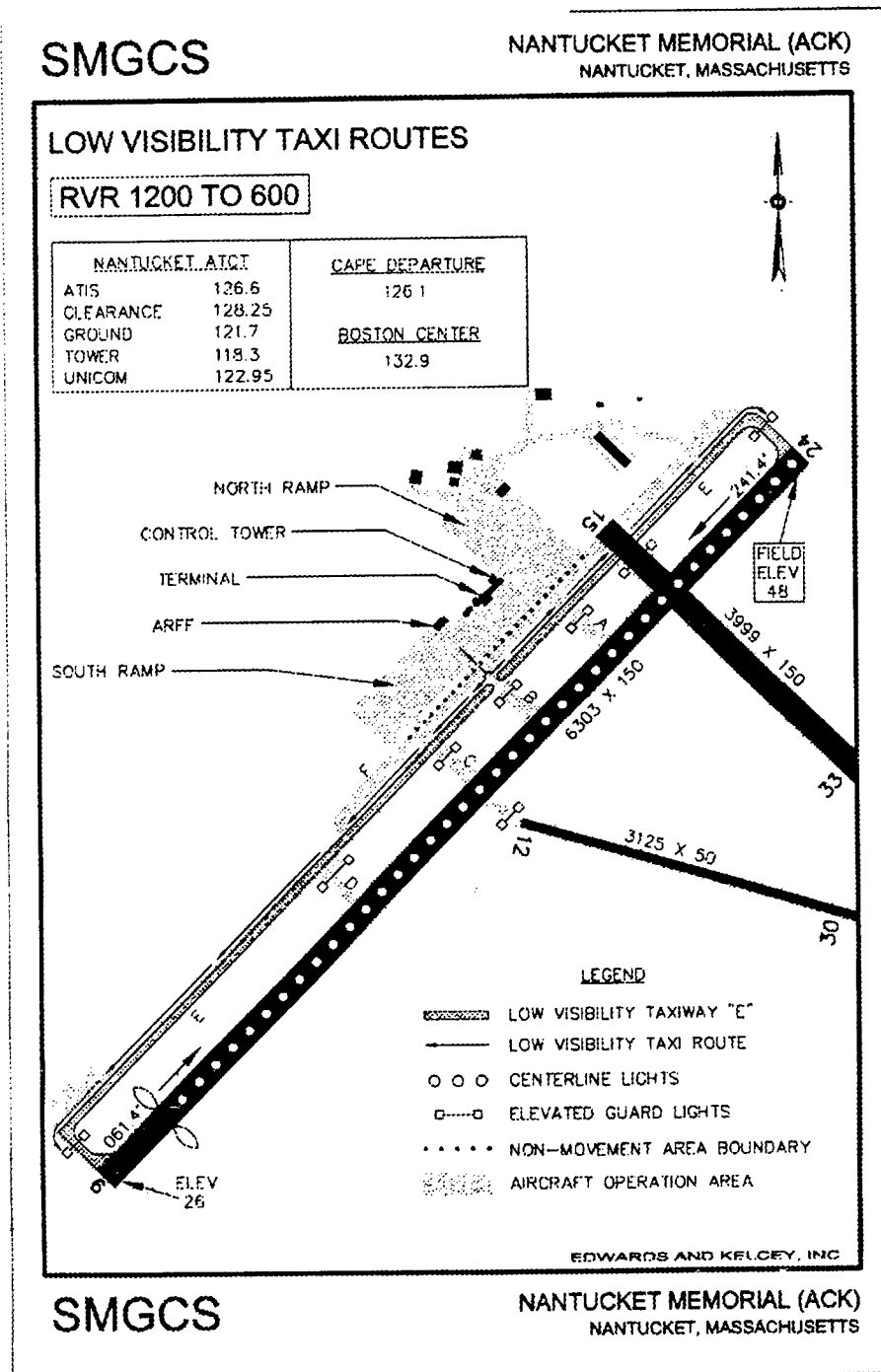
4/29/98 (AEA-530)

# NANTUCKET MEMORIAL AIRPORT (ACK)

Nantucket, Massachusetts

## Surface Movement Guidance and Control System (SMGCS)

Nantucket Memorial Airport Surface Movement and Control System Guidance Plan (SMGCS). See diagram below.



# BOSTON-LOGAN INTERNATIONAL AIRPORT

## INTERSECTION DEPARTURES DURING PERIODS OF DARKNESS

Air traffic control rules and procedures prohibit an aircraft from being put into "position and hold" at an intersection during periods of darkness.

Boston-Logan Airport Air Traffic Control Tower has been granted a waiver to this procedure that can be exercised at certain intersections on the airfield.

This waiver will allow Boston ATCT to taxi the aircraft into "position and hold" during periods of darkness at the locations/intersections listed below.

**Affected Runways/Intersections:**

Runway 27 at Taxiway Charlie

Runway 4R at Taxiway Charlie

Runway 22L at Taxiway Charlie

When the provisions of the waiver are being exercised, the affected runways will not be utilized to accommodate arriving aircraft.

Though the provisions of the waiver can only be exercised at the location listed above, intersection departures can still take place at other locations during periods of darkness. At intersections other than the ones listed above, the aircraft cannot be put into position and hold prior to being issued its takeoff departure clearance.

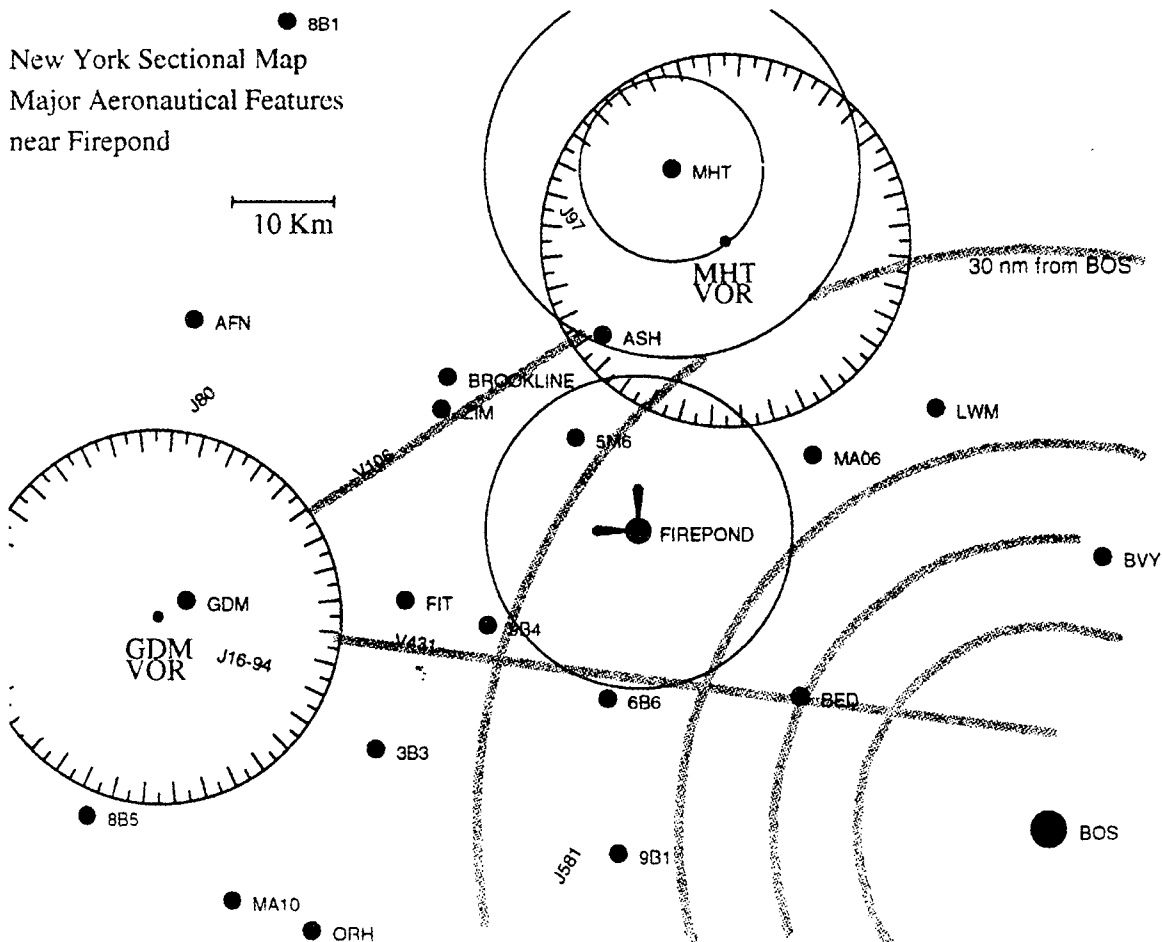
8/20/98 (Boston Tower)

# LASER RESEARCH FIREPOND/HAYSTACK OBSERVATORY

Westford, Massachusetts  
(September 1, 1998 - September 1, 2003)

Laser research will be conducted at the Massachusetts Institute of Technology's Firepond/Haystack Observatory, Westford, Massachusetts, Latitude 42°37'03"N, Longitude 071°29'33"W, BOS 323/27, from September 1, 1998 until September 1, 2003.

Laser light will be projected from the surface up to 60,000 feet MSL and beyond. The beam will be within one of three cones; a 5° cone centered on the zenith, ( $\pm 5^\circ$ ) or a cone directed North or West at an elevation of  $75^\circ (\pm 1^\circ)$ . Avoid airborne hazard, this beam may be injurious to Pilots/Aircrews and passengers' eyes within 6,500 nautical miles vertically, and within 3 nautical miles laterally. The secondary effects of Flashblindness or Cockpit Illumination may occur at greater distances. Boston Air Route Traffic Center, (603) 879-6633 is the FAA coordination facility.



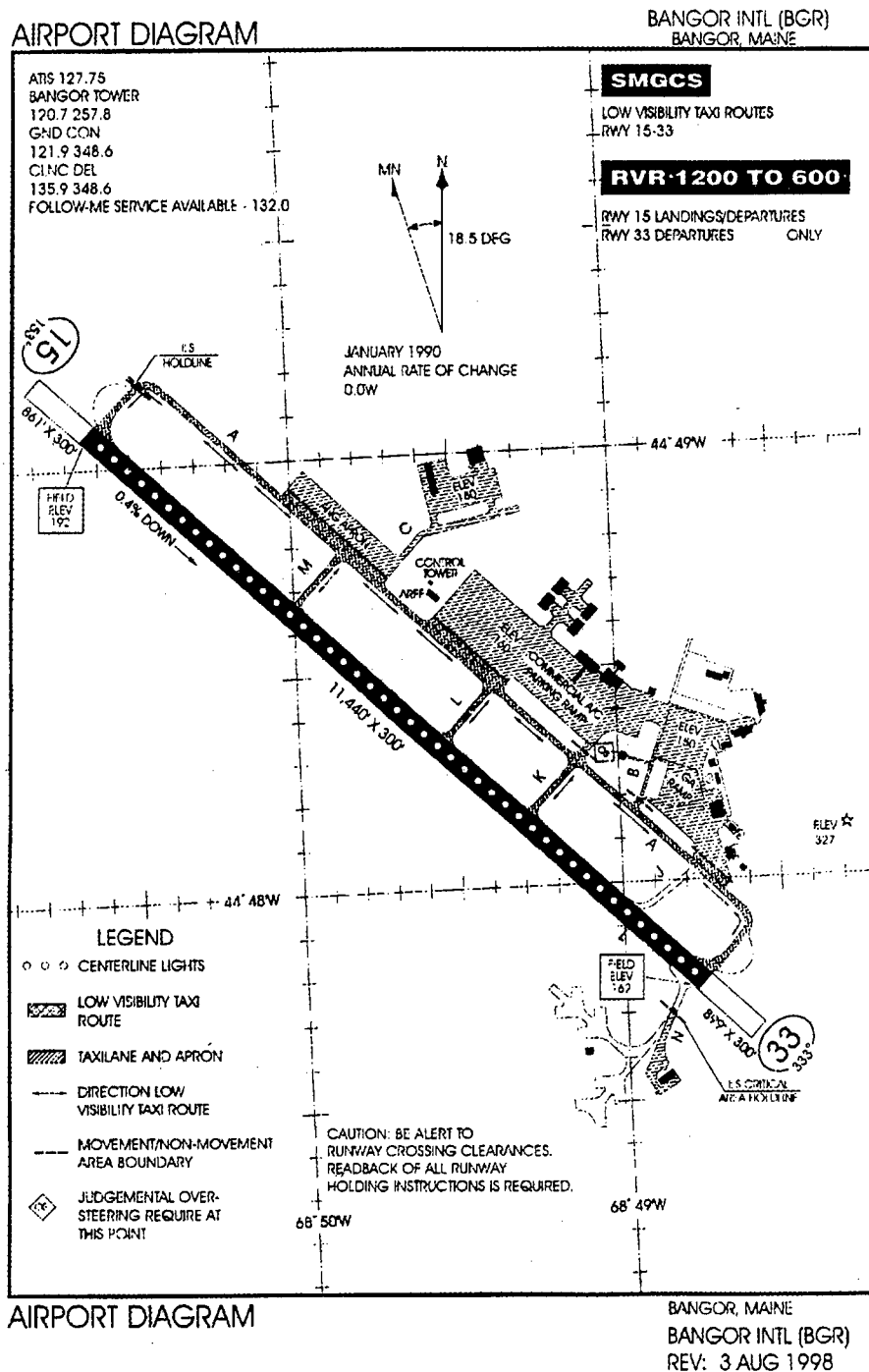


# BANGOR INTERNATIONAL AIRPORT (BGR)

Bandor, Maine

## Surface Movement Guidance and Control System (SMGCS)

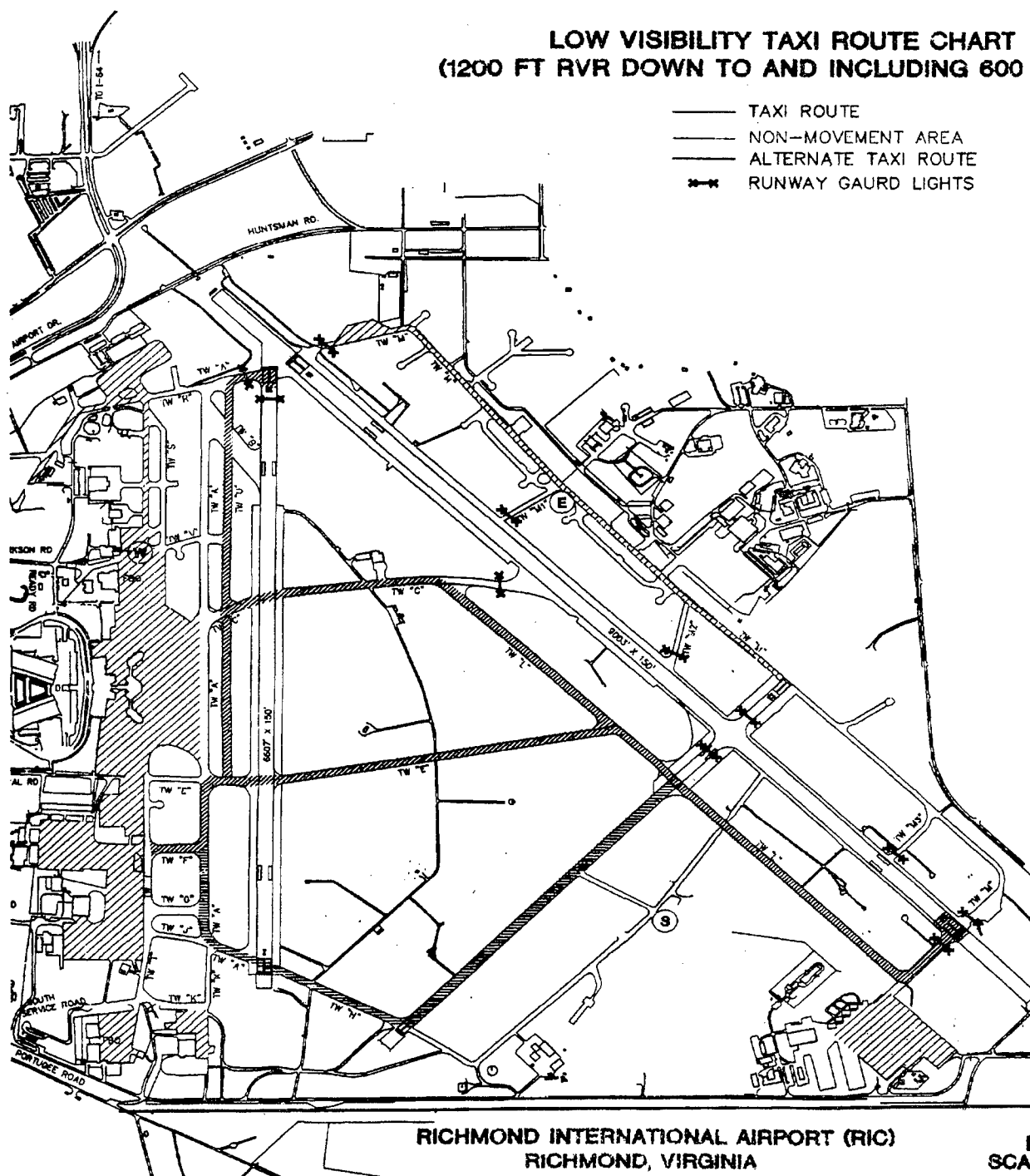
Bangor International Airport Surface Movement and Control System Guidance Plan (SMGCS). See diagram below.



# Richmond International Airport

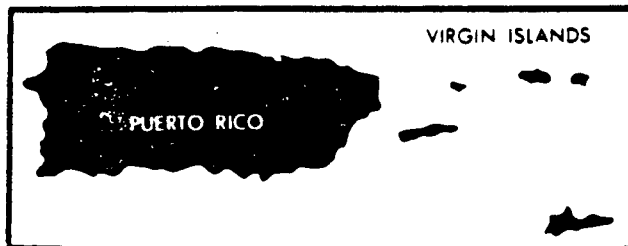
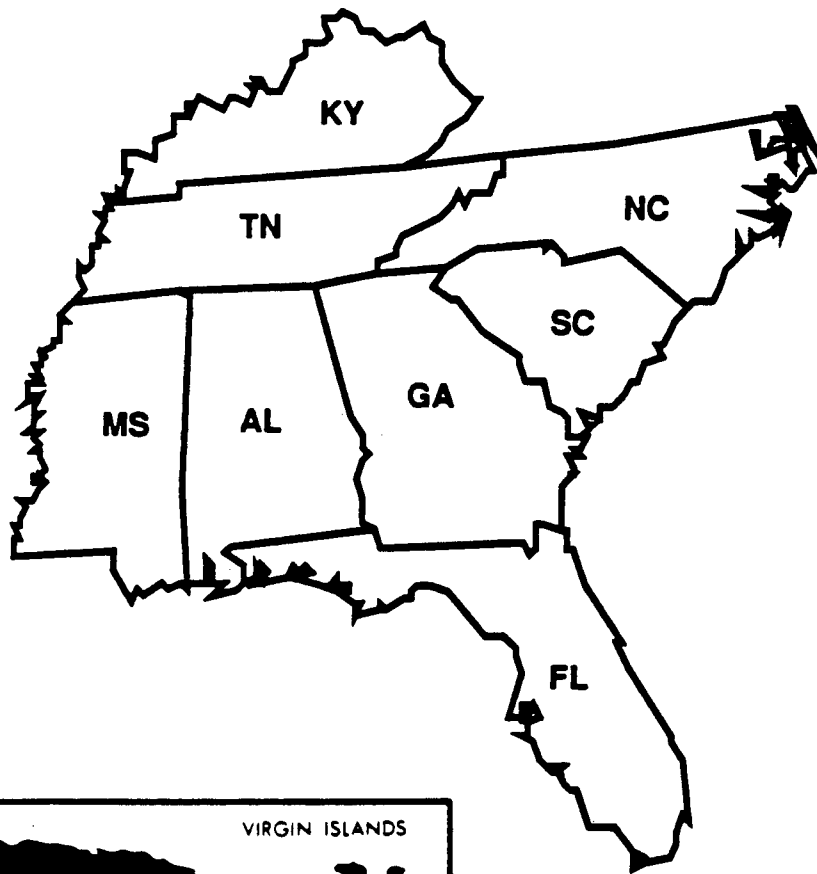
## Surface Movement Guidance and Control System (S.M.G.C.S.)

Low Visibility Taxi Route Chart, for the "Surface Movement Guidance and Control System" at the Richmond International Airport (RIC).



9/17/98 (RIC)

# SOUTHEAST UNITED STATES





# State of Mississippi WND SOCK LGT OTS

## COLUMBIA

Columbia-Marion Co.

/OR0/FI/T Columbia-Marion Co., Columbia, MS  
WND SOCK LGT OTS

## GREENWOOD

Greenwood-Leflore.

/GWO/FI/T Greenwood-Leflore, Greenwood, MS  
WND SOCK LGT OTS

If you have any questions or need additional information, please contact Sheila Walker at (601) 453-8271.

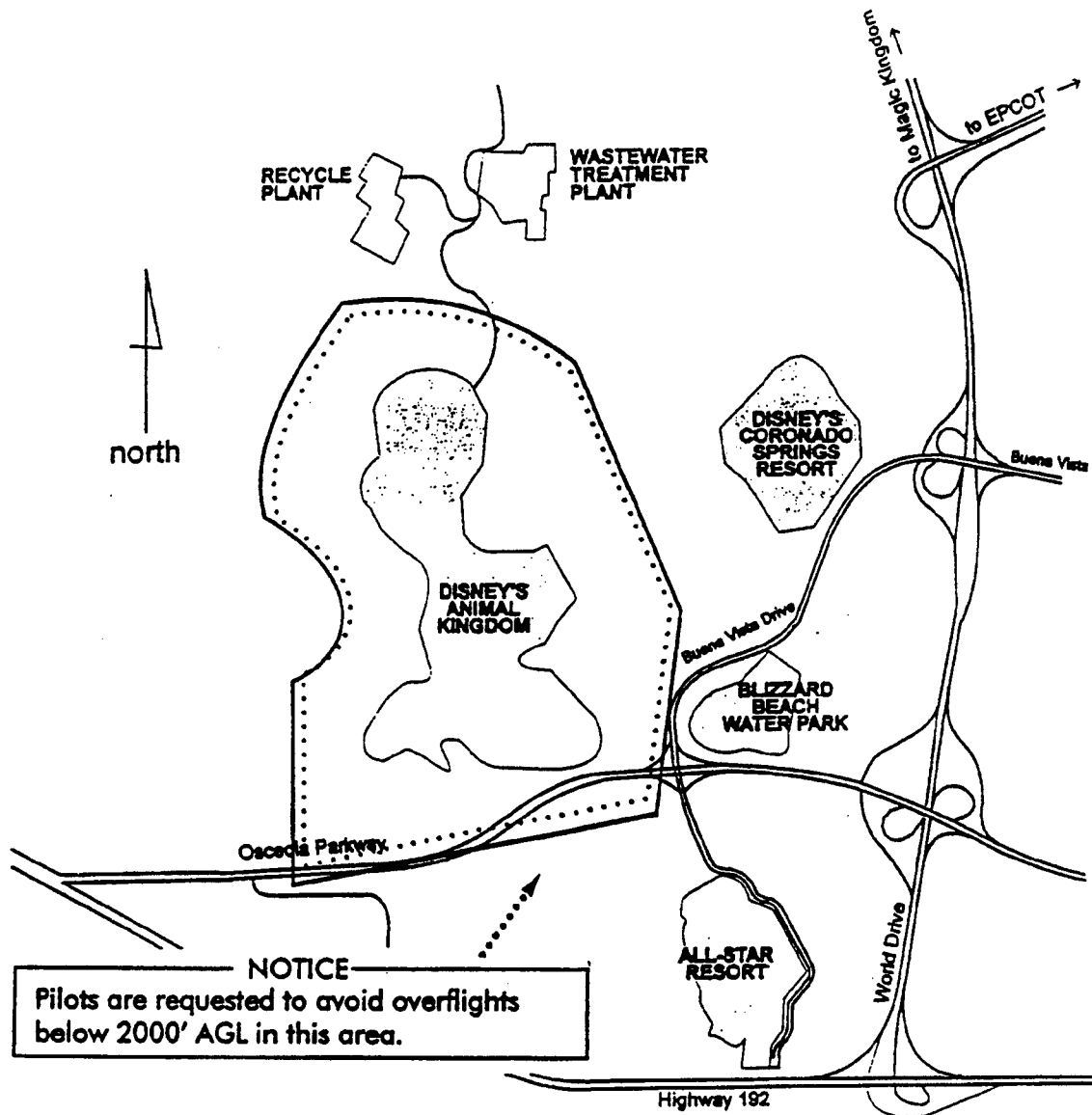
3/20/98 (Greenwood AFSS)

✈ ✈ ✈ ✈ ✈

# DISNEY'S ANIMAL KINGDOM THEME PARK

BAY LAKE, FLORIDA

(Vicinity of 28°21'N/81°35'W)



On April 22nd, the Disney Animal Kingdom Theme Park, depicted above, was opened to the public. In order to reduce the potential for interference with wildlife or enjoyment of the park, the FAA recommends that VFR pilots avoid overflights below 2,000 AGL in this noise-sensitive area.

**NOTE-**

This procedure does not apply where it would conflict with air traffic control clearances or instructions, or where a lower altitude is considered necessary by the pilot for safety of flight. For further information, see Advisory Circular 91-36C, "Visual Flight Rules (VFR) Flight Near Noise- Sensitive Areas."

4/29/98 (ATA-421)

## EGLIN AFB RAPCON

EGLIN AFB RAPCON WILL LIMIT THEIR HOURS OF OPERATION TO THE FOLLOWING:  
MON-FRI 1200Z-0400Z, SAT-SUN 1400Z-2200Z.

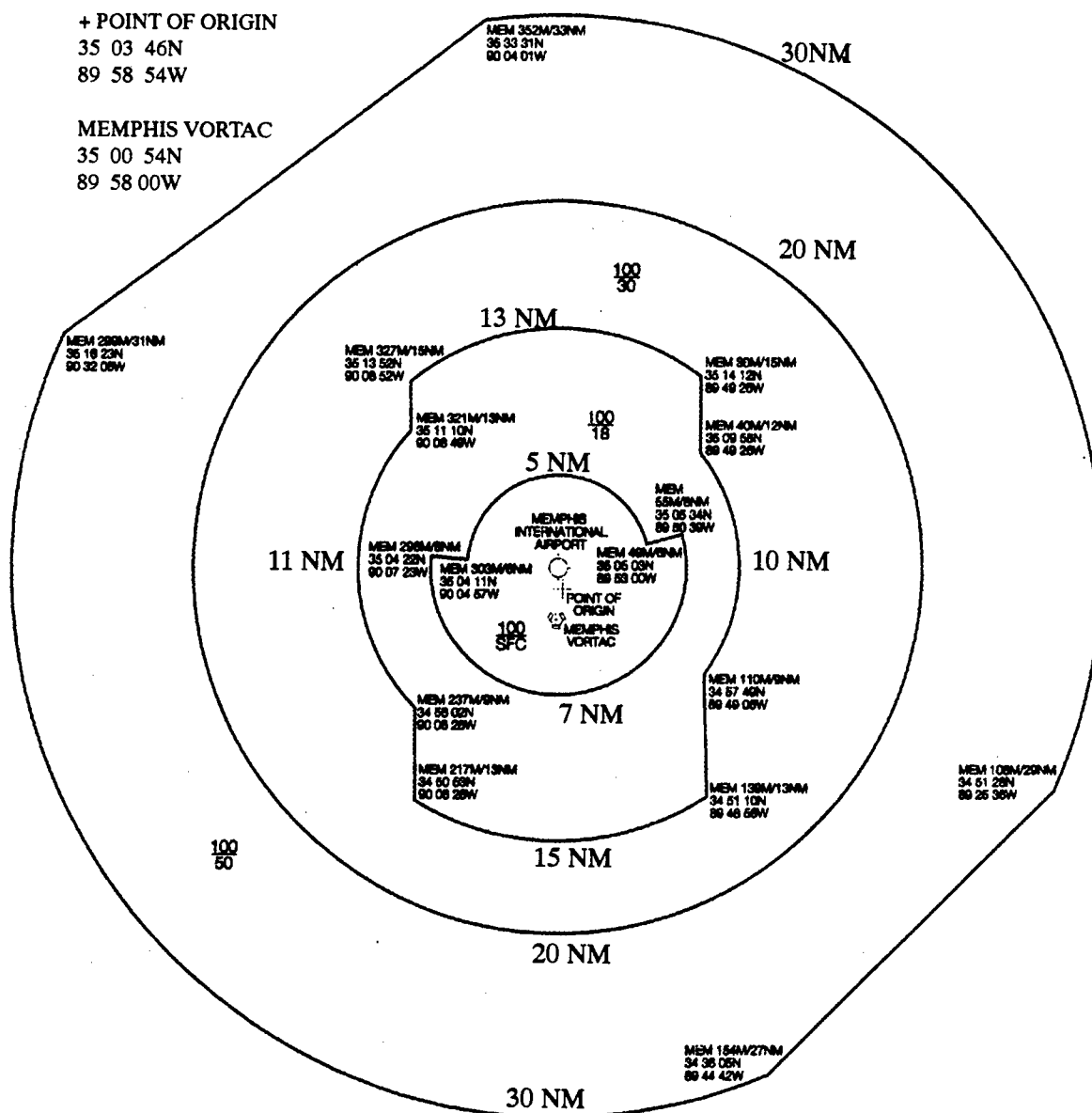
JACKSONVILLE ARTCC WILL BECOME THE CONTROLLING AGENCY AT ALL OTHER TIMES. WHEN JACKSONVILLE ARTCC IS THE CONTROLLING AGENCY, THE ABILITY TO PROVIDE THE ATC SERVICES SPECIFIED IN FAR PART 93 WILL BE REDUCED DUE TO LIMITED RADAR COVERAGE THEREFORE AIRCRAFT TRANSITING THIS AREA WILL ONLY RECEIVE INFORMATION CONCERNING THE STATUS OF SPECIAL USE AIRSPACE, AS TRAFFIC ADVISORIES WILL NOT BE AVAILABLE DURING THOSE TIMES. CONTACT JACKSONVILLE CENTER ON 132.1/360.6.

6/25/98 (ATO-100)



# MEMPHIS, TENNESSEE CLASS B AIRSPACE

Effective August 13, 1998



Effective August 13, 1998, the legal description of the Memphis, TN, Class B airspace area is changed. Specifically, the point of origin of the airspace area has been changed from the Memphis Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to a geographical coordinate of the former location of the NAVAID.

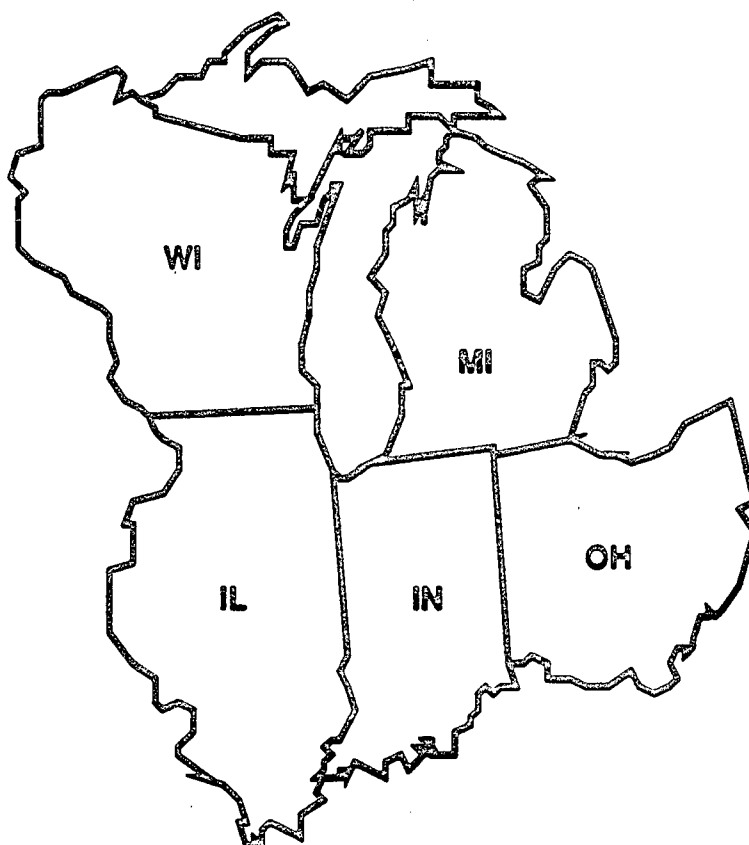
The change in the legal description of the airspace area was necessitated due to the relocation of the Memphis VORTAC 2.85 nautical miles south of its current site. This change will be reflected on the Memphis Visual Flight Rules (VFR) Terminal Area Chart and Memphis Sectional Aeronautical Chart that will be published on October 8, 1998.

8/18/98 (ATA-400)





# EAST CENTRAL UNITED STATES





# STANDARDIZED (CODED) TAXI ROUTES

## Chicago O'Hare International Airport

### (Amendment 2)

On September 16, 1993 Chicago O'Hare Tower instituted coded taxi routes to all runways for departure aircraft. As a result of an on-going evaluation, the number of coded routes have been reduced and amended. This change is effective November 14, 1995.

Route will be issued by Ground Control. Route will indicate that an aircraft is to proceed via Taxiway Alpha or Bravo taxiway to the Route starting point. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

**Note: READ BACK RUNWAY ASSIGNMENT AND ALL HOLD SHORT INSTRUCTIONS**

| To Runway 4L<br>Silver |          |
|------------------------|----------|
| Taxiway                | Routing  |
| "A" route              | A-A6-J-W |
| "B" route              | B-J-W    |

| To Runway 22L<br>Red |         |
|----------------------|---------|
| Taxiway              | Routing |
| "A" route            | A-A17-D |
| "B" route            | B-D     |

| To Runway 32L at T-10<br>Green 1 |         |
|----------------------------------|---------|
| Taxiway                          | Routing |
| "A" route                        | A-A7-T  |
| "B" route                        | B-A7-T  |

| Bridge Transition |         |
|-------------------|---------|
| Taxiway           | Routing |
| taxi via:         | H-P-A   |

| To Runway 9L<br>Black |         |
|-----------------------|---------|
| Taxiway               | Routing |
| "A" route             | A-A6-J  |
| "B" route             | B-J     |

| To Runway 27L<br>Blue |              |
|-----------------------|--------------|
| Taxiway               | Routing      |
| "A" route             | A-A17-D-M5-M |
| "B" route             | B-D-M5-M     |

| To Runway 32L at T-10<br>Green 2 |              |
|----------------------------------|--------------|
| Taxiway                          | Routing      |
| "A" route                        | A-A13-M2-M-T |
| "B" route                        | B-M2-M-T     |

4/8/96 (AGL-530)



## STANDARDIZED TAXI ROUTES

Detroit Metropolitan Wayne County Airport

(Effective: Until Further Notice)

On June 22, 1995, the Detroit Metropolitan Wayne County Airport (DTW), will institute standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color coded designations for routings to various runways. The color coded routes will be issued by the DTW ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are being published in text as well as graphic form.

4/8/96 (AGL-530)



# STANDARDIZED TAXI ROUTES

## Detroit Metropolitan Wayne County (DTW)

### To Runway 21R

| Route ID | Start Point         | Routing Via  |
|----------|---------------------|--|
| Yellow 2 | Concourses A thru C | Hotel, Foxtrot, Victor (Hold short of Kilo and contact West Ground), Yankee. |

### To Runway 21C

| Route ID | Start Point                                 | Routing Via  |
|----------|---|--|
| Red 1    | Concourses C thru G, International Terminal | Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1, Mike.      |
| Red 2    | Concourses A thru C.                        | Hotel, Hotel 1, Mike   |
| Red 3    | Signature South Ramp, South T's.            | Sierra 5 (Hold short of Runway 21L). Whiskey 5, Whiskey, Papa 4, Papa. |
| Red 4    | Concourses C thru G, International Terminal | Yankee, Kilo 11 (Contact Ground East @ Kilo 11), Hotel, Hotel 1, Mike. |

### To Runway 21L

| Route ID | Start Point                                 | Routing Via   |
|----------|---|---|
| Orange 1 | Concourses C thru G, International Terminal | Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1, Victor (Hold short of Runway 21C), Victor, Whiskey. |
| Orange 2 | Concourses A thru C.                        | Hotel, Hotel 1; Victor (Hold short of Runway 21C) Victor, Whiskey.  |
| Orange 3 | Concourses C thru G, International Terminal | Kilo, Hotel (Contact Ground East @ taxiway Hotel), Mike 3 (Hold short of runway 21C), Papa 4, Whiskey.          |

### To Runway 3L

| Route ID | Start Point  | Routing Via  |
|----------|--|--|
| Tan 1    | Concourses C thru G, International Terminal, Concourse J | Kilo (Hold short of taxiway Victor, Contact South Ground), Kilo, Kilo 10, Yankee.                |
| Tan 2    | Concourses A thru C.                                     | Hotel, Foxtrot, Victor (Hold short of taxiway Kilo, Contact South Ground), Kilo, Kilo 10, Yankee |

### To Runway 3C

| Route ID | Start Point  | Routing Via  |
|----------|--|--|
| Silver 1 | Concourses C thru G, International Terminal, Concourse J | Kilo, Hotel (Contact Ground East @ taxiway Hotel), Foxtrot, Mike.        |
| Silver 2 | Concourses A & B.  | Hotel, Hotel I, Mike.  |
| Silver 3 | Signature South Ramp and South T's.                      | Sierra 4, Sierra, Foxtrot (Hold short of Runway 3R), Foxtrot. Papa Papa. |
| Silver 4 | Signature North, Ford, Corporate Flight, GM              | Mike (Hold short of Hotel 1), Mike                                       |
| Silver 5 | Concourse C thru G                                       | Kilo, Hotel (Contact ground east @ taxiway Hotel) Foxtrot, Uniform, Mike |

**To Runway 3R**

| Route ID | Start Point  | Routing Via   |
|----------|--|---|
| Aqua 1   | Concourses C thru G, International Terminal, Concourse J | Kilo, Hotel (Contact Ground East @ taxiway Hotel), Foxtrot (Hold Short of runway 3C), Foxtrot, Whiskey. |
| Aqua 2   | Concourses A & B   | Hotel 1, Mike, Foxtrot (Hold short of Runway 3C), Foxtrot, Whiskey                                      |
| Aqua 3   | Signature North, Ford, Corporate Flight                  | Papa, Papa 4 Whiskey  |

**To Runway 27R**

| Route ID | Start Point    | Routing Via  |
|----------|----------------|--|
| Gray 1   | All Concourses | Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1 (Cross runway 21C), Victor (Hold short of runway 21L), Victor.        |
| Gray 2   | All Concourses | Kilo, Hotel (Contact Ground East @ taxiway Hotel), Mike 3 (Cross runway 21C), Papa 4, Victor (Hold short of runway 21L), Victor. |

1/5/98 (AGL-530)



# STANDARDIZED TAXI ROUTES

## Cleveland Hopkins International Airport

(Effective: Until Further Notice)

On June 15, the Cleveland Hopkins International Airport (CLE) will institute standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color coded designations for routings to various runways. The color coded routes will be issued by the CLE ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are being published in text as well as graphic form below.

### READBACK ALL HOLD SHORT INSTRUCTIONS

| To Runway 23L      |                            |   |
|--------------------|----------------------------|---|
| <i>Route Ident</i> | <i>Start Point</i>         | <i>Routing Via</i>  |
| Brown              | All terminal parking areas | Juliet, Whiskey, Uniform Runway 28. (Hold short of Runway 23L. *Runway 23L hold line located on Runway 28). |

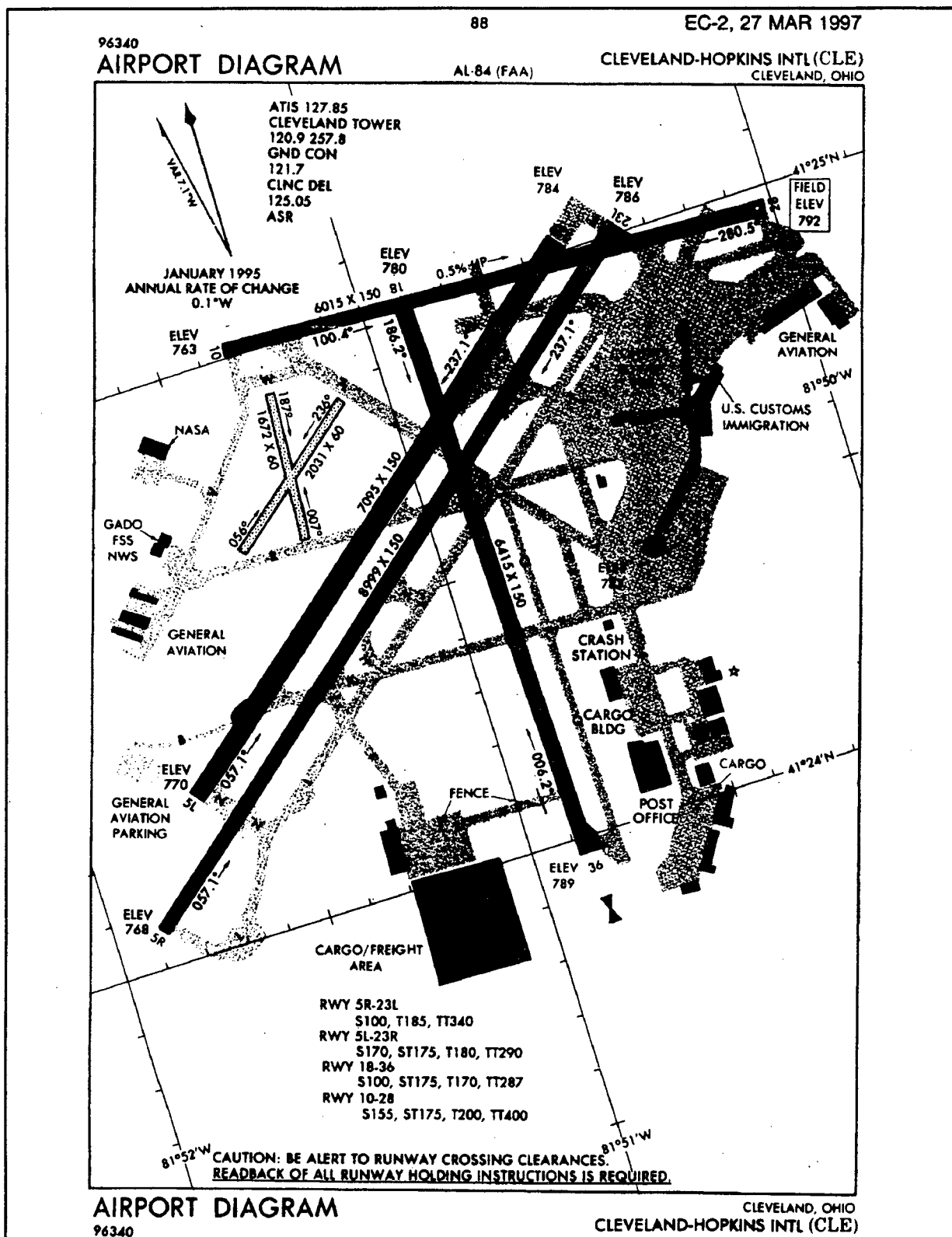
| To Runway 23R      |                            |  |
|--------------------|----------------------------|--|
| <i>Route Ident</i> | <i>Start Point</i>         | <i>Routing Via</i>   |
| Orange             | All terminal parking areas | Juliet, Whiskey, Uniform Runway 28. (Hold short of Runway 23L. *Runway 23L hold line located on Runway 28). Zulu |

| To Runway 5R       |                            |                    |
|--------------------|----------------------------|--------------------|
| <i>Route Ident</i> | <i>Start Point</i>         | <i>Routing Via</i> |
| Emerald            | All terminal parking areas | Juliet, Kilo, Lima |

| To Runway 5L       |                            |  |
|--------------------|----------------------------|--|
| <i>Route Ident</i> | <i>Start Point</i>         | <i>Routing Via</i>                                     |
| Violet             | All terminal parking areas | Juliet, Kilo, Lima. (Hold short of Runway 5R) November |

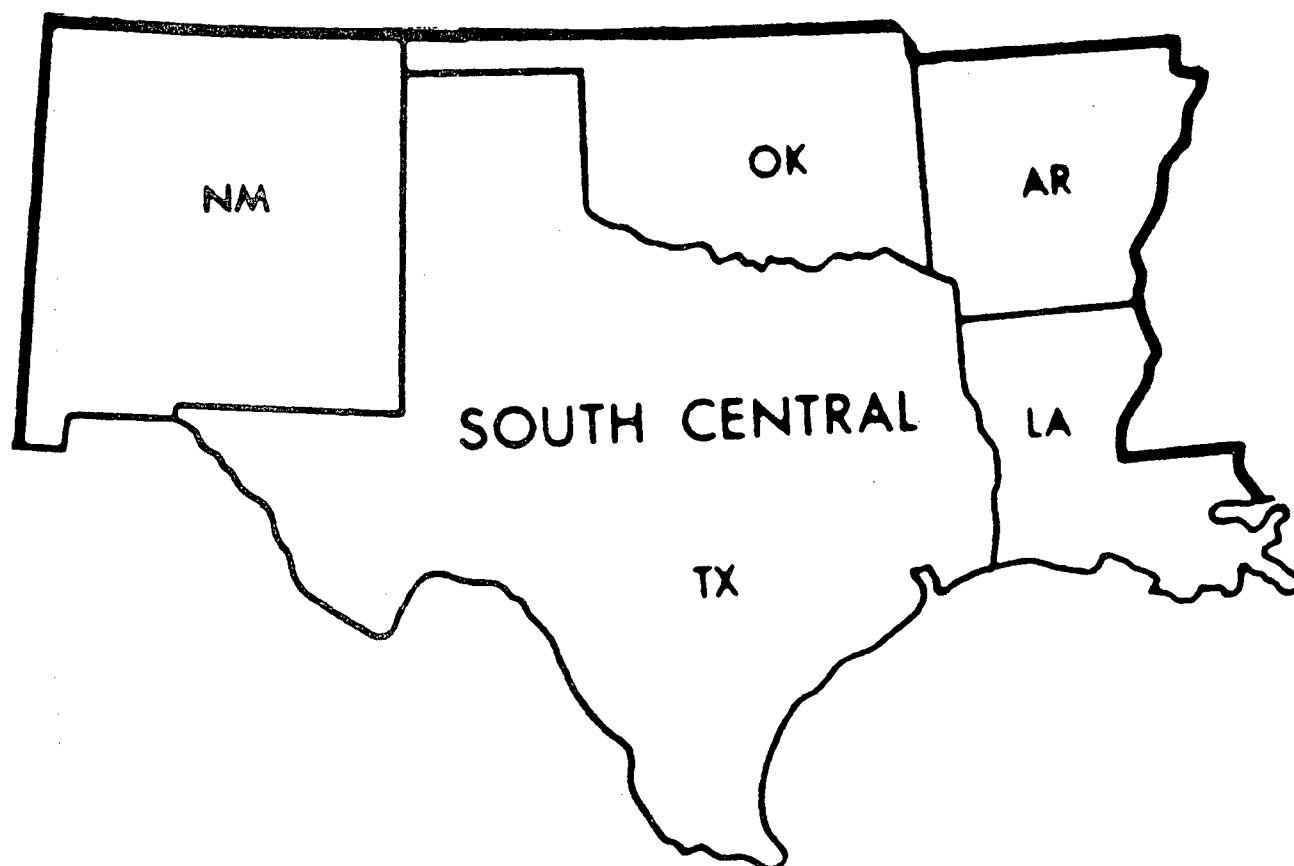
4/22/97 (ATO-100)

## AIRPORT DIAGRAM





# SOUTH CENTRAL UNITED STATES





# **INCREASED SPEED DEPARTURES**

## **Houston Approach Control Airspace**

**Effective: Immediately until Further Advised**

Pursuant to a Special Delegation of Authority to grant waivers to Code of Federal Regulations (CFR), Part 91, The FAA Southwest Region Air Traffic Division Manager has waived CFR 91.117A, (250 Knot Speed Limit) for departing Aircraft in the Houston, Texas approach control airspace for the purpose of testing the effect of increased departure speeds on the Air Traffic Control Environment.

Notice, Aircraft Departing from airports in Houston approach control airspace may be authorized to exceed the 250 KNOT speed restriction contained within CFR 91.117A, at the discretion of Air Traffic Control (ATC).

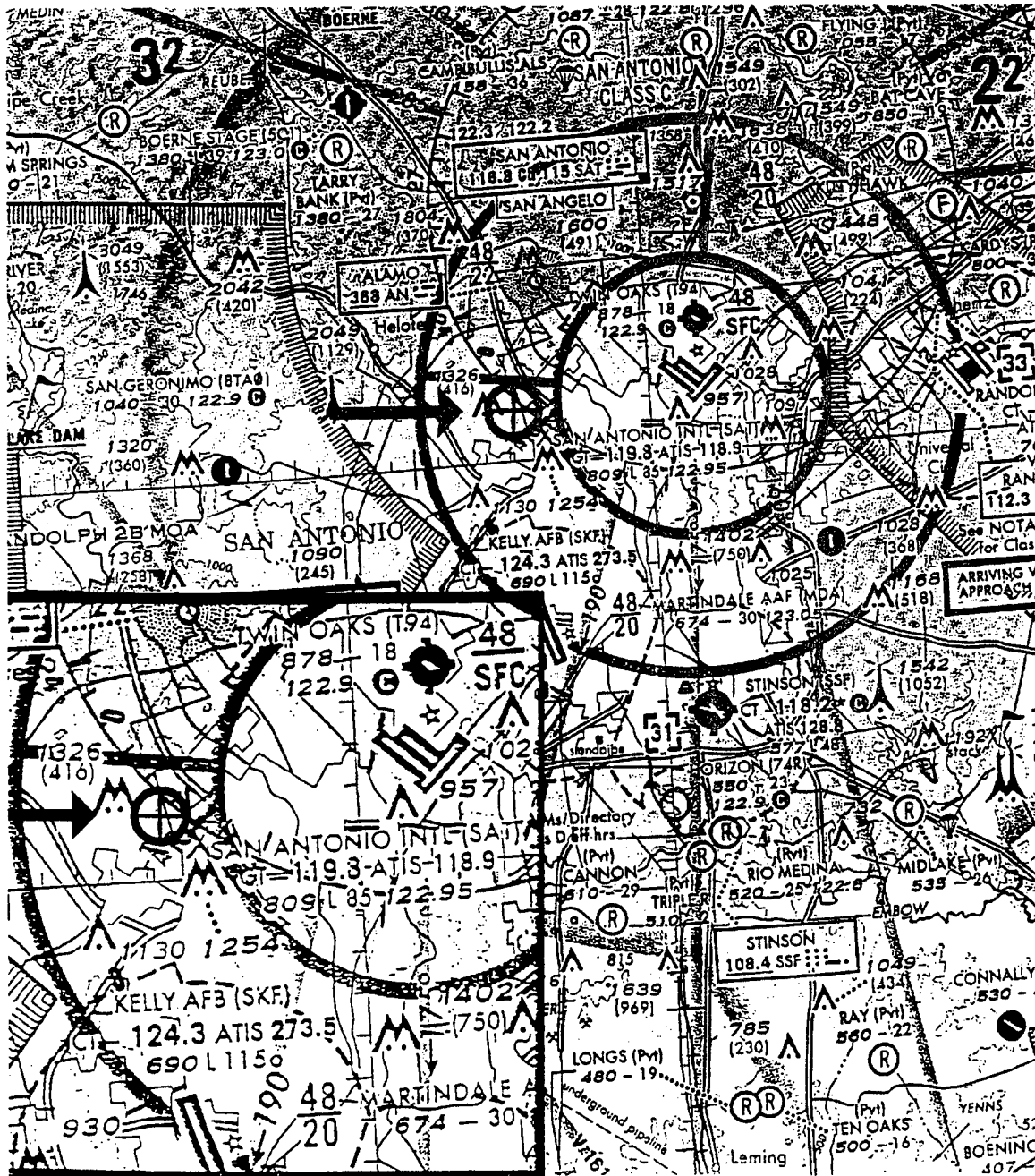
Houston ATC will be permitted to assign/authorize speed in excess of 250 KNOTS to departing aircraft using phraseology "NO SPEED LIMIT" or "INCREASE SPEED TO (NUMBER) KNOTS." This test is for departure traffic only and may be terminated at any time by ATC.

Questions should be directed to Houston Approach Control, Plans and Procedures Department, at 281-230-8400.

(2/2/98 ASW-530)

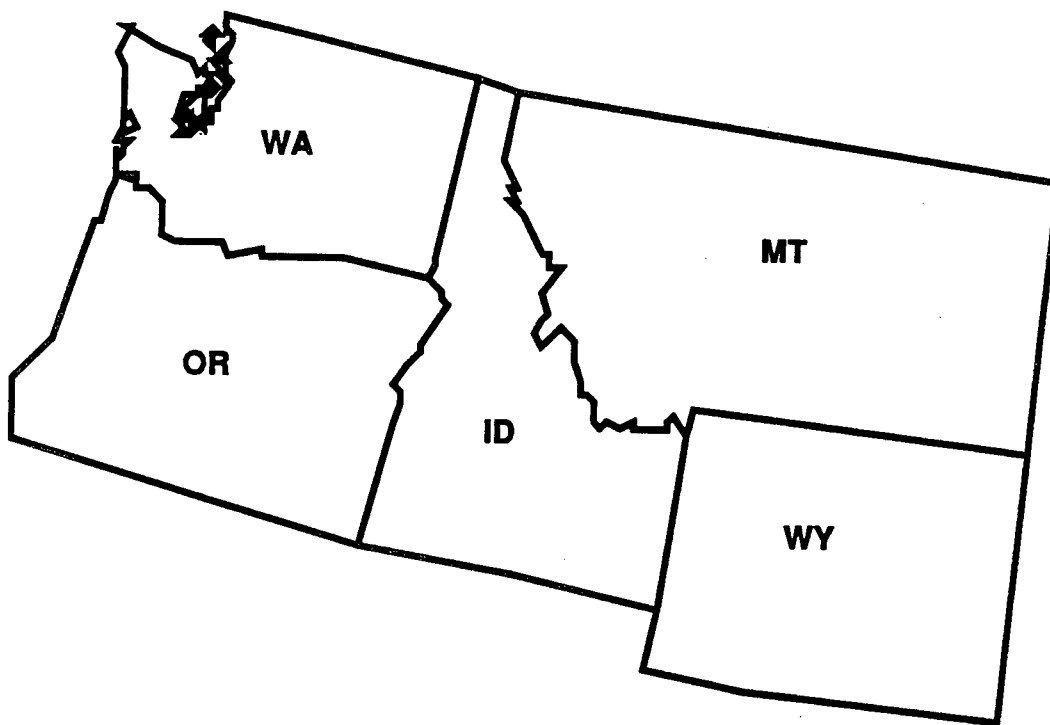
# SIX FLAGS FIESTA TEXAS 1998 LASER SHOW SAN ANTONIO, TEXAS APRIL 1 - DECEMBER 31, 1998

A laser light show will be held at Six Flags Fiesta Texas in San Antonio, Texas every evening beginning April 1 through December 31, 1998. Side location is six (6) miles west of San Antonio International Airport. The show will last approximately thirty (30) minutes. San Antonio Airport Traffic Control Tower is the FAA Coordination Facility.



(ASW-532 3/26/98)

# NORTHWEST UNITED STATES





# Makah Tribal Whaling Hunt

Neah Bay, Washington

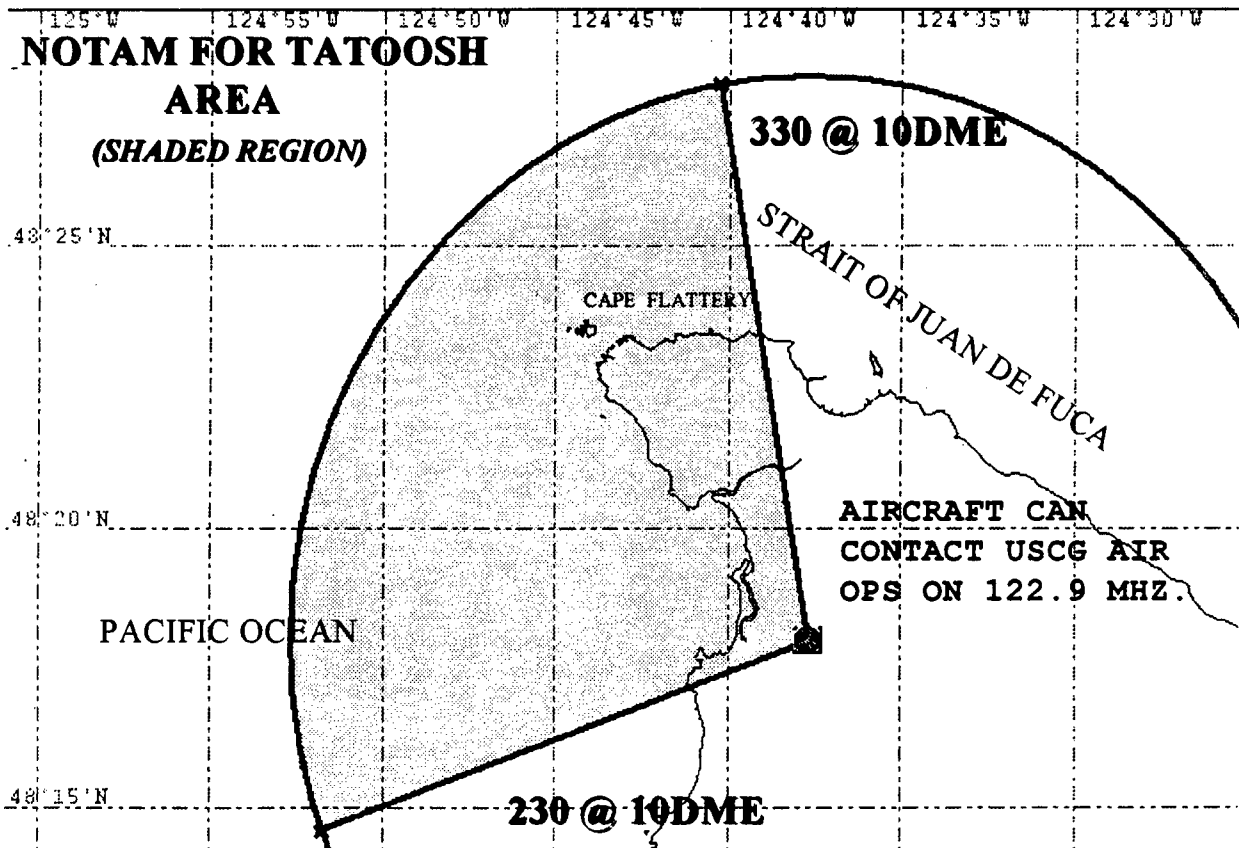
October or November, 1998

## Area To Avoid

In anticipation of numerous sightseeing aircraft operating around Neah Bay, Washington for the Makah Tribal whaling hunt, **avoidance of the following area is strongly recommended:**

**The TATOOSH VORTAC (TOU) 230 radial clockwise 330 radial, within 10 nautical miles.**

The United States Coast Guard (USCG) will be present and will monitor the hunt. Between one and three USCG rescue aircraft will be operating in the immediate vicinity of the hunt below 1200' AGL.



All pilots are reminded that the majority of waters are over the Olympic National Marine Sanctuary as designated by the Department of Commerce.

9/16/98 (ANM-500)



☆ U. S. GOVERNMENT PRINTING OFFICE: 1998-455-111/80003

